

# AMERICAN RAILROAD JOURNAL

AND

## IRON MANUFACTURERS' AND MINING GAZETTE.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXI, No. 24.]

SATURDAY, JUNE 12, 1875.

[WHOLE No. 2,042 VOL. XLVIII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

### PRINCIPAL CONTENTS.

Obligations of a Railroad Company as Carrier beyond its own Line .....	737
Northern (N. H.) Railroad .....	738
Western Union Railroad .....	738
Manchester and Lawrence Railroad .....	739
Baltimore and Potomac Railroad .....	739
Spartanburg and Asheville Railroad .....	739
Erie Railway .....	765, 740
Rapid Transit in Brooklyn .....	740
The Coal Trade .....	741
Chesapeake and Ohio Canal .....	741
Easton and Amboy Railroad .....	741
Railroad and Canal Dividend Statement .....	742
Railroad Earnings .....	743
Federal and State Securities .....	744
Railroad Bond and Share Lists .....	745, 754
Financial and Commercial Affairs .....	761
Canton Company .....	763
Northern Pacific Railroad .....	763
Suncook Valley Railroad .....	763
Vermont and Massachusetts Railroad .....	763
Southern Pacific Railroad .....	763
City Passenger Railroad Share and Bond Lists .....	764
Salisbury Railroad .....	765
Rapid Transit in New York .....	766
Baltimore and Drum Point Railroad .....	766
Illinois Central Railroad .....	768

### American Railroad Journal.

[New York, Saturday, June 12, 1875.]

#### Obligations of a Railroad Company as Carrier beyond its own Line.

RIGHT OF A RAILROAD COMPANY TO CONTRACT AS A COMMON CARRIER FOR THE TRANSPORTATION OF PROPERTY BEYOND THE TERMINUS OF ITS OWN ROAD.—THE COMPANY LIABLE FOR DEFECTIVE CARS.

We give below the decision of the U. S. Supreme Court, in respect of the main question, as delivered by Mr. Justice Hunt, in the case of The Ogdensburg and Lake Champlain Railroad Company, plaintiff in error, vs. Jefferson Pratt and Harrison G. Brigham.—In error to the Circuit Court for the District Court of Massachusetts:

This is an action on the case originally begun in the Superior Court of the Commonwealth of

Massachusetts, by Pratt and Brigham against the Ogdensburg and Lake Champlain Railroad Company, a corporation established under the laws of New York, and against the trustees and managers of the Vermont Central and the Vermont and Canada Railroad Companies. The action was brought to recover the value of sundry horses killed and injured by fire, while being transported from Potsdam, in New York, to Boston, and when upon the road of the Vermont Central Railroad Company. A verdict was found in the Superior Court for the plaintiffs, which was set aside, and a new trial was ordered by the Supreme Court of Massachusetts, upon grounds not now presented. (Pratt vs. The Ogdensburg and Lake Champlain Railroad Company, 102 Mass., 557.) Thereupon the case was removed by the defendants to the Circuit Court of the United States and a new declaration filed. At the trial in the Circuit Court the jury found a verdict against the Ogdensburg and Lake Champlain Railroad Company for the sum of \$3,919 17, and found a verdict in favor of the other defendants. Judgment was entered upon this verdict, to which the present writ of error is brought. Nine causes of error are assigned in the brief of the plaintiffs. The present four separate principles, and the questions may be thus stated:—

First—Had the Ogdensburg and Lake Champlain Railroad Company power or right to contract as a common carrier to transport the horses to Boston over another railroad, and beyond its own terminus?

Second—Was there competent evidence given on the trial that the company did so contract in relation to the horses in question?

Third—Did the plaintiffs, by putting their horses in a car which they knew was defective and unsuitable, thereby assume the risk of such defects and relieve the company from responsibility for the same?

Fourth—Was there error in admitting in evidence the way bill made and forwarded with the property by the defendants, or in allowing the witness to state for whom the station agent assumed to act?

First—As to the power of a railroad company to contract as a common carrier for the transportation of property beyond the terminus of its own road, the distinction between the liability of a carrier in carrying goods upon its own line and in forwarding them where the duty to carry is at an end is well defined. In

the language of Mr. Justice Davis, in Railroad Company vs. Manufacturing Company (16 Wall., 324):—"It is the duty of the carrier, in the absence of any special contract, to carry safely to the end of his line and to deliver to the next carrier in the route beyond." What constitutes a sufficient delivery to the succeeding carrier is often a difficult question, but we have no occasion to embarrass ourselves with it here. The fair result of the American cases limits the carrier's liability as such, when no special contract is made, to his own line, although there are cases which hold the liability as continuing the same throughout the whole route, and such is the English doctrine. A discussion on this point is unnecessary, as the Judge on the trial held the rule as we have stated it, and as was most favorable to the defendants. He charged the jury that the defendants were only liable upon a contract to be proved that they had assumed a liability beyond that imposed by law. The defendants were an incorporation, organized under the General Railroad law of the State of New York. They possessed the powers given to corporations generally, and were subject to the corresponding liabilities. (Laws 1848, p. 221; Laws 1850, p. 211). Assuming the case to stand upon the general principles applicable to the question, the doctrine that a railroad company may subject itself to the obligations of a carrier beyond its own line has been distinctly held by the State of New York, where this contract was made; in the State of Massachusetts, where its performance was to be completed, and in the State of Vermont, where the alleged injury occurred, (Bissell vs. Michigan R. R., 22 N. Y. R., 258; Buffet vs. Troy and Boston R. R., 40 N. Y., 168; Root vs. Great W. R. R., 45 N. Y., 524; Burtis vs. Buff. and St. L. R. R., 24 do., 269; Hill Manufacturing Company vs. B. L. R. R. Co., 104 Mass., 122; Feital vs. Middlesex R. R., 109 ib., 398; Noyes vs. Rutland and B. R. Co., 27 Vt. R., 110; Morse vs. Brainard, 41 Vt. R.; Railroad Company vs. Transportation Company, 16 Wall., 324; Evansville and Crawfordsville Railroad Company vs. Androscoggin Mills.) In the case of Burtis vs. Buff. sup., it was held that this principle applied to connecting roads extending beyond the limits of the State. The single exception to this holding, so far as we are aware, is the State of Connecticut, where the contrary has been held by its Supreme Court. (Converse vs. N. and N. Y. Tran. Co.,

33 Conn. R., 166; 22 do. 502.) This case, however, does not stand on the general principle only. By the statutes of New York (Stat. 1847, 299, section 9; 2 R. S. fifth ed., 693, section 67) it is enacted as follows:—"Any railroad company receiving freight for transportation shall be entitled to the same rights and subject to the same responsibilities as common carriers. Whenever two or more railroad companies are connected together any company owning either of said roads receiving freight to be transported to any place on the line of either of said roads so connected shall be liable as common carriers for the delivery of such freight at such place. In case any such company shall become liable to pay any sum by reason of the neglect of any other company or companies the company paying such sum may collect the same of the company by whose neglect it became so liable." This statute is declared by Rappallo, J., in *Root vs. Great Western, sup.*, to be declaratory merely. We do not see that there is room to doubt the power of the company to make the contract in question.

The second question was answered in the affirmative.

The third question was answered in the negative, and it is said that it might have been charged further that if the company was negligent in furnishing cars it would not have been relieved from responsibility although there was an agreement that it should not be liable therefor.

The fourth question was answered in the affirmative.

#### Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1874 and 1875, were as follows:

	1874.	1875.
From passengers .....	\$228,778 89	\$202,531 90
" merchandise .....	453,692 21	408,675 53
" mails .....	13,965 00	14,917 50
" rents .....	3,823 99	2,379 52
" express .....	7,500 00	7,500 00
" miscellaneous .....		121 12
	\$707,760 09	\$636,125 57

#### Expenses, viz:

Passenger department..	\$33,347 37	\$27,299 95
Merchandise .....	56,001 26	49,067 50
Locomotive .....	163,040 14	160,989 85
Maintenance of way....	115,069 68	112,335 12
General expenses.....	20,295 76	16,288 55
Miscellaneous expenses..	39,179 41	40,027 33
State tax .....	46,602 57	42,620 15

	\$473,526 19	\$448,618 45
Balance of earnings....	\$234,233 90	\$187,507 12
Less new rail account...	18,426 94	21,129 56
Net earnings.....	\$215,806 96	\$166,377 56
Add balance of income per last report		48,058 67
Balance of interest account.....		27,515 25

Total income .....

From which deduct—

Paid dividend Dec. 1, 1874,	
\$3.50 per share .....	\$104,933 50
Dividend payable June 1,	
1875, \$3.50 per share..	104,933 50
	209,867 00

Balance of income account.....

During the year 485 tons of new rails and 55,734 new sleepers have been placed in the track, and about 2,900 tons of rails have been taken up, repaired, and relaid. One passenger engine, and one passenger and thirty eight freight cars, have been built to supply the place of old ones. A new passenger depot has been built at Potter Place,

and other extensive improvements have been made at the same place, at a total cost of over \$8,000. Three bridges have been rebuilt, and the road and furniture have been kept in good condition. The report says:

There has been a large decrease of earnings of the road during the past year from those of the preceding year; but, on comparing the statement at the close of this report of the business of the road during the year, with that in the last annual report of the business during the preceding year, it will be seen that the amount of business done, and the number of miles run, in the past year, very considerably exceed those of the prior year. This indicates that, while the great and long continued depression of business throughout the country generally, during the past year, has in some respects diminished the business of the road, yet its greatest effect has been to lessen the prices obtained from that business. In addition to this has been the unusually severe competition which has existed during the year for through business, which constitutes an important item on the road. The result has been, that the increase of business has prevented the reduction of expenses, while at the same time the diminution of rates has reduced the earnings from that business. If regard had been had only to the present effect, the refusal of that business, under the circumstances, would have been advisable. But, considering the importance of that business in favorable times, and the difficulty of regaining it to the line when once diverted from it, it has been thought best for the road to submit to the disadvantage for a time, in the hope of a recompense for it hereafter, when the revival of business shall increase the rates as well as the amount of business.

The equipment of the road March 31, 1875, was as follows: 12 passenger and 17 freight locomotives, 412 long and 101 short merchandise cars, 16 passenger, 7 baggage and 19 gravel cars. Number of miles run by passenger trains, 191,400; by freight trains, 302,543; by other trains 7,321—total, 501,264. Number of passengers carried 181,268; do, carried one mile, 7,272,884. Tons of merchandise carried 416,013; do, carried one mile, 26,235,443.

#### TRIAL BALANCE SHEET, March 31, 1875.

Construction.....	\$3,068,400 00
Rails .....	\$5,721 62
Oil .....	386 32
Waste .....	123 34
Fuel .....	69,344 30
Shop stock.....	45,606 92
	121,182 50
703 shares Northern Railroad, N.H., cost.....	37,228 34
Contracts .....	75,000 00
Cash.....	69,471 13
Agents department.....	42,482 76
Bills receivable .....	287,310 00
Concord and Claremont N. H. R. R.	218,906 38
	\$3,919,581 11
Stock .....	\$3,068,400 00
Income .....	32,084 48
Contingent fund.....	506,173 87
Bonds due April 1, 1874.....	100 00
Dividends unpaid.....	\$8,378 26
Coupons unpaid.....	1,354 00
	9,732 26
Bills payable.....	198,000 00
Dividend June 1, 1875.....	104,933 50
	\$3,919,981 11

President.—ONSLow STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Charles F. Choate, Edward Lawrence.

Treasurer.—J. MINOT.

Superintendent.—GEORGE E. TODD.

#### Western Union Railroad.

The earnings of this road for the years ending December 31, 1873 and 1874, were as follows:

	1873.	1874.
From freight .....	\$896,308 86	\$858,953 95
" passengers .....	200,633 72	216,514 16
" mails, express, etc.....	41,791 65	47,639 70

Total.....

	\$1,137,634 23	\$1,123,107 81
Expenses (ordinary)—		
Repairs of track.....	\$129,804 96	\$104,772 05
" bridges .....	7,348 81	11,926 17
" fences.....	3,725 94	7,474 99
" buildings.....	8,177 03	9,610 57
" locomotives.....	85,970 55	68,456 88
" cars .....	101,383 40	67,359 84
" tools, etc.....	6,175 68	4,350 50

Management and general office.....	23,175 03	32,692 12
Foreign agency and advertising.....	2,782 20	3,038 03
Station service .....	71,261 53	68,650 24
Conductors, baggage & brakemen.....	53,497 59	53,651 72
Engineers, firemen and wipers.....	63,639 84	59,045 86
Train & station supplies	20,045 46	16,232 99
Fuel consumed.....	108,616 88	87,738 65
Oil and waste .....	13,176 65	12,106 70
Personal injuries.....	2,481 50	5,176 38
Damage to property...	2,147 45	972 00
Loss and damage of freight and baggage.	3,518 41	1,970 56
Legal expenses.....	4,539 75	3,424 60
Taxes.....	30,700 75	41,045 47
Insurance.....	6,089 39	6,144 00
Miscellaneous.....	2,350 77	1,803 68

Expenses (extraordinary)—		
Renewal of track.....	84,874 37	49,397 77
New bridges .....	2,068 85	3,437 58
New fences .....	1,815 43	
New buildings.....	7,587 07	12,018 89
New tools and machin'y	479 36	2,220 92
Savanna transfer.....	9,572 33	10,124 57
Car service.....	3,884 04	7,740 48
Track service.....	15,725 00	15,000 00
Locomotive service....	1,625 80	6,000 00

Total.....	\$878,241 37	\$768,164 21
Net earnings.....	\$259,392 86	\$354,943 60

Compared with the year 1873, the gross earnings of 1874 show a decrease of \$14,526 42, with a decrease in operating expenses of \$110,077 16—making an increase in net earnings of \$95,550 74. Percentage of expenses to earnings, 68. The expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1873....	\$750,609 02	\$127,632 35	\$878,241 37
1874....	667,624 00	100,540 21	768,164 21

Decrease. \$82,985 02 \$27,092 14 \$110,077 16

The expenditures for 1874 not charged to operating expenses were as follows:

Winter Bridge, Savanna.....	\$5,921 81
Equipment (new locomotives & cars).	71,375 97
Racine Warehouse and Dock Co., for deficiency in grain received at Racine Elevator as per contract.....	23,742 42
Interest and exchange.....	11,807 42
Interest on bonded debt.....	245,000 00

Total.....

The number of miles of road operated in 1874 (exclusive of side track) was 212 $\frac{3}{4}$ .

The equipment of the road consists of 34 locomotives (all coal burners); 11 first class passenger, 1 sleeping, 1 business, 3 baggage mail and express, 9 baggage and second class, 416 box and caboose, 64 stock, 23 flat, 1 derrick, 1 pile driver and 43 coal cars.



Miles run by passenger trains, 220,928; by freight trains, 496,322; by coal and gravel trains, 89,785—total, 756,035.

Number of tons carried, 412,670; do. carried one mile, 46,412,248. Rate per mile, 1.85 cents. Number of passengers carried, 213,520; do. carried one mile, 5,862,049. Rate per mile, 3.69 cents. Earnings per mile run on freight \$1 73; do. on passengers, \$1 11. Expenses per mile run, \$1 07. Number of passengers carried per mile run, 0.96. Gross earnings per mile of road, \$5,279 00; expenses, \$3,611 00; net earnings, \$1,668 00.

#### GENERAL ACCOUNT, December 31, 1874.

Cost of road .....	\$7,000,000 00
Right of way .....	\$500 00
Eagle Branch .....	422,146 98
Savanna Island Extension .....	48,413 52
Watertown Branch .....	54,933 13
Winter Bridge, Savanna .....	23,471 56
Equipment .....	239,214 22
Pt. Byron and Rock Island Junction R. R. ....	125,364 55
Discount & commissions .....	67,500 00
Racine Dredge .....	1,000 00
	982,543 96
Stock of material on hand .....	49,880 19
U. S. Government P. O. Department .....	\$3,314 48
New York Office .....	562 94
D. R. May, treasurer .....	61,012 77
Balance due from station agents, and other Co's .....	9,937 95
	74,828 14
	\$8,107,252 29
Common stock .....	\$4,000,000 00
First mortgage bonds .....	3,500,000 00
	\$7,500,000 00
Unpaid pay rolls & bills .....	\$119,957 67
Milwaukee and St. Paul Railway Co. ....	84,899 37
Bills payable .....	51,399 09
J. Macdonald and others .....	8,999 46
Racine Warehouse and Dock Co. ....	46,929 71
Due other railways .....	26,292 63
	338,477 93
Income account .....	268,774 36
	\$8,107,252 29

President.—ALEX. MITCHELL.

Vice President.—S. S. MERRILL.

Directors.—W. S. Gurnee, Russell Sage, S. S. Merrill, Alex. Mitchell, Hans Crocker, Jno. W. Cary, Jno. L. Mitchell, John Plankinton, Henry T. Fuller, E. P. Barton, Wm. Shannon, D. W. Dame, H. A. Mills.

Secretary and Treasurer.—D. R. MAY.

Gen'l Superintendent.—D. A. OLIN.

#### Manchester and Lawrence Railroad.

At the annual meeting of the stockholders of this company, held in Manchester, N. H., on the 28th ult., the report of the directors was presented and accepted, and the following board of directors unanimously re-elected: Ezekiel A. Straw, Benjamin F. Martin, Edward A. Abbott, Wm. W. Stickney, Jos. W. Smith, Nathan Parker, Aretas Blood. At a meeting of the directors, E. A. Wood was re-elected President, S. N. Bell Clerk, and G. B. Chandler Treasurer.

The report states that the amount received from passengers during the year was \$72,395 40; from freight, \$50,898 98; express, \$7,332 50; mails, \$5,236 81; total receipts, \$133,645 58; expenditures, \$82,528 12; net earnings, \$101,117 46. Total amount of tonnage transported, 81,737 tons; whole number of passengers transported, 143,401, being a decrease of 17,598. No injury has been

sustained by any passenger or employee of the road during the year, and no accident has happened to the road or rolling stock. The road bed, track, buildings and fixtures are in good condition. 236 tons of new rails and 15,000 new sleepers have been laid during the year.

#### Baltimore and Potomac Railroad.

At a meeting of the stockholders of the Baltimore and Potomac Railroad Co., held at Baltimore on the 2d inst., the report of the directors for the year ending December 31, 1874, was presented. From this we learn that the total gross earnings of the whole road for the year were \$615,415 36, the total working expenses \$484,908 46, and the net earnings \$130,506 90. The earnings of the Washington line were \$574,822 32, the expenses \$440,032 50, and the net earnings \$134,789 82. The earnings of the Pope's Creek line were \$40,593 04, and the expenses \$44,875 96, a deficiency of \$4,282 92. Compared with the year 1873, the gross earnings show an increase of \$233,878 63, with an increase in expenses of \$103,441 66, giving a net increase on the business of the whole road of \$130,436 97.

The great and steady increase in the business of the road since its opening will be seen from the following statement of total earnings: 1872, from May, when it first commenced transportation \$137,554 97; 1873, \$381,536 73; 1874, \$615,415 36.

The returns for May, 1875, cannot yet be furnished, but for the four months ending April 30 last the gross earnings over the same period last year are \$8,469 64, giving promise of a yet more prosperous year, notwithstanding the general reduction in the railroad business of the country, caused by the business depression of the last eighteen months.

The number of passengers carried in 1874 was 783,623; in 1873, 629,377—an increase in number of 154,246, and of 24½ per cent.

This gratifying increase in passenger travel has been largely exceeded by the surprising expansion of tonnage, which was in 1874, 161,314 tons, and in 1873, 87,305 tons, an increase of nearly double, or 84¾ per cent. The report says:

About the middle of May our passenger rates between Baltimore and Washington were largely reduced, and although, as said above, the accounts for the month are not yet made up, an examination shows that the traveling public so appreciated the change as to make our passenger receipts between the two cities three times as large the first week of the reduction as they were the week preceding.

The success of our Washington line is made more apparent by a comparison with the last report of the president and directors of the Baltimore and Ohio Railroad Company for their fiscal year ending September 30, 1874.

In that report the revenues of its Washington branch are given at \$373,323 31, "showing a decrease of \$67,452 23 compared with the previous year, and a decrease of \$107,321 73 compared with 1872." While there was this decrease in the earnings of the old road, it will be noticed from a foregoing statement that our gross receipts on the Washington line were \$574,822 32, and our net earnings alone on our Washington line for 1874 were \$134,789 82.

It will be observed that the Pope's Creek line has been operated at a loss. This is owing to the failure of the crops of all kinds in southern Maryland since the opening of the road, which passes its entire length through a purely agricultural and sparsely settled country. It is believed, however,

that with a more prosperous agricultural production and the increased facilities recently given to encourage the small industries, and the cultivation of fruits and vegetables for which the soil and climate of southern Maryland are so admirably adapted, that this part of the road will also soon be made to pay a profit. A contemplated line of steamers from Pope's creek, to accommodate which a wharf would have to be erected there, and a ferry line from the opposite Virginia shore, which the wharf would invite, will add to this.

A much larger increase of freight and other business is expected, growing out of the recent agreement by which the Western Maryland railroad is to reach tidewater at Canton with coal and iron carried through the Potomac tunnel, &c.

A strong effort is contemplated by the tobacco planters of the three countries of southern Maryland through which our road runs to obtain the building of the recently burned tobacco warehouses at Canton, that their tobacco by going directly through the tunnel may escape drayage and double handling both to the warehouses for inspection and from them for shipment, thus saving largely in expenses to both producer and shipper. The contemplated line of steamers from Canton must also add largely to the volume of our business.

There were laid, during the year 1874, 27.2 tons of steel, and 113.66 tons of iron rails, and 3,001 new cross ties.

At the close of the year, 1874, the company had 24 engines in service and 1 in shop for general repairs; 44 passenger cars in service and 1 in shop; ten baggage, 1 tool, 116 gondolas, 50 stock and 100 box cars all in service; a total of 25 engines, and 322 cars of all kinds.

The following directors were elected, all of them members of the old board: A. J. Cassatt, George B. Roberts, Wm. T. Walters, B. F. Newcomer, George Small, Dr. Eli J. Henkle, and Col. Samuel Cox.

At a meeting of the board held afterwards the following officers were elected: President, Olen Bowie; vice president, A. J. Cassatt; secretary and auditor, John Crowe; treasurer, John S. Leib.

The contracts between the Baltimore and Potomac, Northern Central, and Union railroads and the Canton Company, relating to the transportation of freight, &c., were ratified.

It is expected that active work upon the Canton improvements will be commenced in a week or two, and work upon the new office buildings will soon follow.

#### Spartanburg and Asheville Railroad.

The Charleston News and Courier publishes the following dispatch from A. C. KAUFMAN, Esq., Secretary and Treasurer of the Spartanburg and Asheville Railroad company. It is dated Spartanburg Court house, May 31, and says:

Spartanburg County has to day redeemed the pledge made on the 10th of last September to subscribe one hundred thousand dollars to the Spartanburg and Asheville Railroad. This vote enables us to obtain one hundred and fifty thousand dollars of county bonds, subscribed by Union conditionally, and is, therefore, equivalent to a quarter of a million of dollars to the company. The Claytons say now that the road will never stop until it reaches Asheville. They are ready to break ground in the mountains at once. Everybody here is in high glee over the good news. Three times three cheers for old Spartanburg.

Contracts are about to be let for construction of the Atlantic and Lake Erie Railway between Pomeroy and Athens, Ohio. The remainder of the line is now all in course of construction.

**Erie Railway.**

**APPLICATION OF MR. JEWETT FOR AN EXTENSION OF POWERS—GRANTING OF THE PETITION BY JUDGE DONOHUE—COPIES OF THE PETITION AND ORDER OF THE COURT.**

Mr. Hugh J. Jewett, Receiver of the Erie Railway Company, under the application granted recently by Judge Donohue, in the New York Supreme Court, has petitioned for an extension of powers. The order which made him Receiver provided that he should ask for more power if it was deemed necessary, and on his petition, dated June 3, and filed in the County Clerk's office, Judge Donohue, on the motion of the counsel for the plaintiff, has ordered that the authorization asked for by Mr. Jewett be granted. The petition and the order of the court are as follows:

**PETITION.**

*New York Supreme Court.*—The People of the State of New York against the Erie Railway Company, Hugh J. Jewett, Thomas A. Scott, John Taylor Johnston, Marshall O. Roberts, Frederick Schuchardt, W. Butler Duncan, Edwin D. Morgan, Herman B. Baltzer, Samuel L. M. Barlow, L. H. Meyer, Henry G. Stebbins, R. Suydam Grant; Lucius Robinson, John A. C. Gray, Courtlandt Parker, and Homer Ramsdell, Directors of the Erie Railway Company; defendants, William T. Hooker, Joseph Walker, Uriah J. Smith, James Brown, J. C. B. Davis, Dudley S. Gregory, Farmers' Loan and Trust Company, John Earle Williams, Jay Gould, C. T. Hunter, William Butler Duncan, Horatio N. Otis, William C. Rushmore, Cornelius Walsh, John Toney, Zenas H. Russell, Coe F. Young, Dorman R. Eaton, Augustus Frank, Lawrence C. Woodruff, John A. C. Gray, and Legrand Lockwood, defendants as Trustees under various mortgages described and embraced in this action.

The petition of Hugh J. Jewett, Receiver in the above entitled action, respectfully shows to the court that he is advised that the interest of all parties to the said cause requires that he should have further and express authority from this court to deal with matters hereinafter specified, and for the reasons hereinafter stated, and he is advised that the proper provisions for this end were inadvertently omitted from the orders heretofore applied for and obtained:

*First.*—There is about to become due the State of Pennsylvania a considerable sum of money for taxes, for which that State recently recovered a judgment against the Erie Railway Company in the Supreme Court of the United States, and there are other taxes on the property of the company from time to time accruing, all of which it is necessary to pay when due, in order to prevent a sequestration of its property.

The Receiver should have authority to pay all such charges as they become payable.

*Second.*—The entire stock of the coal companies referred to in the complaint in this action is owned by the Erie Railway Company. It is of great importance to all parties that these stocks should be disposed of to the best advantage. At present coal is being mined to supply the road with fuel. It is also being profitably mined to a certain extent for market, by which means the road is also furnished paying freight to that extent.

In the interest of all parties the Receiver should be empowered to continue to take out coal for the purposes aforesaid as long as it shall be profitable to do so.

The Directors are now and for some time have been in negotiation for the disposition of these stocks upon advantageous terms.

Your petitioner believes it would be for the interest of all concerned that he should have power to confirm and carry out any arrangement to that end concluded by the Directors, provided he shall deem it just and expedient so to do.

*Third.*—The Receiver is possessed of various mercantile securities, stocks, bonds, &c., and will become possessed of others from time to time as

they are redeemed from pledge. Many of such securities it will be desirable and necessary for him to sell from time to time in the due performance of his duty, and it is important that he should be able to take advantage of any favorable state of the market that may at any time exist.

The Receiver therefore prays that he may have power to sell such securities from time to time, and in such manner as he may in his best judgment deem to be for the interest and advantage of all parties.

*Fourth.*—There are certain sums due for supplies and materials purchased more than four months prior to the appointment of the Receiver, but which have not been due for that period simply because the creditors thereof have extended for bearance at the company's request. Although not within the letter of the former order in this case, the Receiver is advised that such cases are within its spirit, equity, and intent, and ought to be paid, and therefore the Receiver respectfully petitions for power to pay the same.

*Fifth.*—In the due execution of valuable outstanding contracts the Erie Railway Company has received, and the Receiver may be entitled to receive moneys for and on account of other than railroad companies, and therefore not coming strictly under the head of traffic balances with other railroads, and which moneys have been and will be received merely for the purpose of convenient apportionment and distribution.

The Receiver should have power, and he prays for authority to make payments of such said balances as have accrued and such as may hereafter accrue.

*Sixth.*—The said Erie Railway Company owns certain outlying real estate of which the Receiver cannot at present give a full description; there will be certain expenses attending its preservation, the particulars of which the Receiver is not now able to state, but he prays for authority to do what may be needful from time to time to preserve and maintain all such property.

(Signed)

HUGH J. JEWETT.

**THE ORDER OF THE COURT.**

At a special term of the Supreme Court of the State of New York, held at the Court house in the City of New York, on the 3d day of June A. D. 1875, present, Hon. Charles Donohue, Justice. The People of the State of New York, plaintiffs, vs. The Erie Railway Company, Hugh J. Jewett, Thomas A. Scott, John Taylor Johnston, Marshall O. Roberts, Frederick Schuchardt, W. Butler Duncan, Edwin D. Morgan, Herman Baltzer, Samuel L. M. Barlow, L. H. Meyer, Henry G. Stebbins, R. Suydam Grant, Lucius Robinson, John A. C. Gray, Courtlandt Parker and Homer Ramsdell, Directors, of the Erie Railway Company, defendants; William T. Hooker, Joseph Walker, Uriah J. Smith, James Brown, J. C. B. Davis, Dudley S. Gregory, Farmers' Loan and Trust Company, John Earle Williams, Jay Gould, C. T. Hunter, William Butler Duncan, Horatio N. Otis, William C. Rushmore, Cornelius Walsh, John Toney, Zenas H. Russell, Coe F. Young, Dorman R. Eaton, Augustus Frank, Lawrence C. Woodruff, John A. C. Gray and Legrand Lockwood, defendants, as trustees, under various mortgages described and embraced in this action; upon the petition of Hugh J. Jewett, Receiver in the above entitled action, and on the consent of Shipman, Barlow, Laroque, and Macfarland, attorneys for the defendants, the Erie Railway Company and the other defendants who have appeared, and on motion of Edgar Logan, Esq., counsel for the plaintiff—

It is ordered that the several prayers of the said petition be granted, and that the said Receiver be and he is hereby authorized to pay and discharge all lawful demands for taxes and charges upon the premises whereof he is appointed Receiver, or any part thereof, including as well such taxes and charges as have heretofore accrued as those which may accrue; to work the said coal mines referred to in the said petition, and for the purpose and in the manner therein stated, until the further order of this court; to confirm and carry out any lawful contract or agreement that may be made for the

disposition of the said stock of the said coal companies referred to in the said petition, or any of them, and to make any lawful disposition which in his judgment will be for the benefit and advantage of all parties; sell from time to time the securities referred to in the said petition when, and as in his judgment the interest of all parties will be promoted thereby, and either at public or private sale; to pay for all supplies and materials, debts or obligations for which have not been due for over four months; to apportion, pay, and distribute from time to time the balances referred to in the said petition, and growing out of the execution of the valid contracts of the said company, and to make all needful disbursements to protect and preserve the real estate of the company, wherever the same may be situate.

(Signed.)

CHARLES DONOHUE.

We consent to the entry of the within order June 3, 1875.

SHIPMAN, BARLOW, LAROCQUE & MACFARLAND, Attorneys, &c.

**Rapid Transit in Brooklyn.**

In its prospects for rapid transit, Brooklyn is not much behind the city of New York. Two of the most liberal charters have been granted by the Legislature, for the construction of railroads for rapid steam transit in this city; and capital only is awaited to enable the corporators to carry them out.

The first act granted for this purpose was by the Legislature of 1871. The incorporators named in it were among the wealthiest and most public-spirited gentlemen of the Western District, numbering among them the following: Samuel McLean, Seymour L. Husted, Henry E. Pierrepont, Demas Barnes, Wm. B. Kendall, Cyrus P. Smith, Alfred S. Barnes, A. B. Baylis, A. A. Low, Edward Fowler, William C. Kingsley, A. M. Bliss, J. S. T. Stranahan, Jeremiah P. Robinson, Daniel A. Robbins, Simeon B. Chittenden, Alexander McCue, Thomas Kinsella, William Richardson, Benjamin F. Tracy, Thomas Sullivan, Felix Campbell, Edward W. Fiske, Henry W. Slocum, Franklin Woodruff, John H. Prentice, with many lesser lights thrown in to represent the interests of the various workers who put the scheme through the legislature, who were incorporated under the title of the Brooklyn Steam Transit Company.

These gentlemen were authorized to construct either an underground or elevated railroad with any number of tracks and lateral branches, on such streets as a majority of the incorporators might deem proper, between Fulton Ferry and the southern limits of Prospect Park at or near Flatbush avenue, for the conveyance of passengers or freight, and were given power to change grades of streets, to open new or to close old ones, where, in their judgment, it was necessary to advantageously locate the route of their road. The act also authorized the incorporators to construct warehouses and docks, and to take property under the general railroad act for all such purposes, but the charter was to be void unless the company organized and constructed at least one mile of the road within three years from the passage of the act.

Nothing was done under this law, and during the session of 1873 a supplemental act was passed conferring all the valuable privileges of the franchise upon the following named gentlemen, H. B. Claflin, John T. Martin, Robert Turner, William N. Adams, Gilliam Schenck, Robert S. Bussing, Edwin C. Litchfield, Henry W. Sage, William E. Dodge, Simeon B. Chittenden, John Lefferts, Jacob R. Shepherd, Wm. H. Taylor, James N. Taylor, James N. Smith and Dittmas Jewell. The time for constructing the first mile of the road was extended to July 4th, 1876, and the additional privilege was given of laying tracks on the surface between and across the different streets and avenues between Fulton Ferry and Prospect Park.

The charter for the Brooklyn Elevated Safety Railway Company was granted May 26, 1874, and incorporated the following named gentlemen: Jacob Cole, C. B. Payne, John A. Burtis, J. Q. Kellogg, A. M. Suydam, Gilliam Schenck, Robert Irwin, Abraham Lott, N. G. Palmer, J. M.



Phelps, Samuel M. Meeker, John L. Marcellus, Ditmas Jewell, John L. Nostrand, and others, with a capital of five million dollars and a route commencing at Fulton Ferry and running through Washington and York streets, Hudson, Park, Grand, Lexington, Ralph and Marion avenues, and Broadway to East New York, and thence to Woodhaven. This road is to be constructed upon iron columns, erected on the line of each curb, not less than fourteen feet above the sidewalk, connected at the top by iron girders, one track over each side of the street, and must be commenced within two and finished within five years, or the charter lapses.

Under these charters, the citizens of Brooklyn will be compelled to obtain rapid transit, if at all, as the new constitution prohibits the granting of any additional privileges to railroads upon the streets of any city in this State. Both of them are most liberal in the privileges they grant to the incorporators, and as they contemplate the opening up to rapid transit of two different sections of the city and outlying territory, steps should be taken to carry out the provisions of each before the lapse of time shall make the charters void. The construction of these two roads and the completion of the Brooklyn Bridge are all that is needed to make Kings the most populous county in the State, as it is now the most desirable place of residence. The elevated ground lying between Broadway and Fulton avenue bisected by the Elevated road, and the level country between the Park and Coney Island, whereon in the future will be built the thousands of elegant villas for our merchant princes, would be brought into direct and rapid communication with New York, and increased in value many fold. A small tax upon the enhanced value of the building sites along the route of these two roads would pay the entire cost of their construction. We urge upon the incorporators the desirability of proceeding as rapidly as possible with enterprises of such great importance to the future prosperity of the city, and which must prove also of great pecuniary value to their owners.—*Brooklyn Daily Times*, June 1.

#### Montclair Railroad.

At a meeting of the bondholders of the Montclair Railroad at 115 Broadway, on the 8th inst., by a unanimous resolution the plan of reorganization recommended by the committee appointed by the bondholders on April 12, 1875, was adopted. The following is the text of the resolution:

*Resolved*, That the existing Bondholders' Committee, to wit, W. B. Leonard, J. De Neufville, A. B. Elliott, James Yereance, M. A. Myers, C. L. Perkins, and J. Wyman Jones, be and the same are hereby appointed a standing committee, representing the first mortgage bondholders, with instructions to carry the said plan of reorganization into effect, and with full power, in their names, but to the use of said bondholders, to do all necessary acts and things for the most speedy consummation of said plan of reorganization, and particularly that they expedite, so far as practicable, the sale of the mortgaged property under the foreclosure proceedings now pending in the Court of Chancery of New Jersey, that they attend such sale when had, and, acting in conjunction with the Trustee or Trustees, they bid at such sale such prices as to them shall seem most conducive to the interests of the first mortgage bondholders; and if the property shall be struck off to them, that they sign and perform the conditions of the sale, and receive the deed of conveyance as the court shall order and approve.

*Resolved*, That in anticipation of such sale and conveyance the said committee are hereby required to take the necessary steps and proceedings to organize a new corporation in conformity with the requirements and under the provisions of the general laws of New Jersey, to be called the Montclair Railway Company, or at their discretion under the old Montclair Railroad charter. And that the following named gentlemen be requested to become the incorporators and first Direc-

tors thereof, to wit: J. F. Randolph, Stephen Cary, Smith Ely, Jr., W. H. Power, E. A. Packer, John E. Dewitt, Uriah Gilbert, C. N. Jordan, W. B. Leonard, J. De Neufville, J. Wyman Jones, James Yereance, M. A. Myers, C. L. Perkins, R. B. Ferris. And so soon as the conveyance of the property to be sold under the decree of foreclosure, purchased by the committee, shall be made to them, that they forthwith convey the same to the said new corporation.

#### The Coal Trade.

The total anthracite tonnage reported for the week ending the 29th ult., as stated by the *Philadelphia Ledger* was 325,191 tons, and for the year 4,846,359 tons, against 7,033,589 tons to corresponding date last year, a decrease of 2,187,230 tons. The bituminous tonnage for the week was 93,857 tons and for the year, 1,152,634 tons, making a total of all kinds for the year of 5,998,993 tons, against 8,148,274 tons to same time last year, a decrease of 2,149,281 tons. As compared with the previous week's tonnage there is an anthracite increase of nearly forty thousand tons. Notwithstanding the decrease of over 2½ millions of tons of coal this year, there appears to be a supply in the market equal to the demand. Prices of coal are quite moderate and there is no probability now of their advancing. The quantity of coke and coal transported over the Pennsylvania Railroad for the week was 77,021 tons, and for the year 1,263,707 tons, of which 1,059,476 was coal and 214,241 coke. This embraces all the coal carried both east and west. At Port Richmond for the week ending the 5th inst., there were receipts of 8000 tons of coal, shipments of 10,000 tons, leaving but 2200 tons on hand.

#### Chesapeake and Ohio Canal.

At the regular monthly meeting of the directors in Annapolis, Md., on the 5th inst., the President submitted the following report:

I have great satisfaction in reporting that the coal tonnage for the past month not only shows a decided increase over same period of 1874, but is the heaviest tonnage that ever passed over the canal in any one month. The number of tons shipped from Cumberland was 121,439 tons, being an increase as compared with May 1874, of 6,873 tons. The greatest number of tons shipped in any preceding month was in May, 1871, the tonnage for that month being 120,421, which was conveyed from Cumberland to Georgetown in 1,105 boats, while the tonnage of the past month of 121,439 tons was carried in 1,074 boats, or 31 boats less than it required to carry 120,921 tons in 1871, which shows that the improved condition of the work has so increased the carrying capacity of the boats that in 1875 the same number of boats that in 1871 were required to carry 120,921 tons would now carry 124,957 tons, viz: Number of boats leaving Cumberland May, 1871, 1,105, average tonnage 109½, aggregate tonnage 120,921 tons; number of boats leaving Cumberland May, 1875, 1,105, average tonnage 113½, aggregate tonnage 124,957 tons, thus decreasing the cost of transportation to coal companies and boatmen in one month as compared with May, 1871, \$5,045, viz: 403 tons at \$1 25 per ton, \$5,045.

The accrued revenue for May was \$65,724 15, which is a decrease as compared with May, 1874, of \$3,277 70, which decrease is accounted for from the fact that the toll and wharfage has been decreased 8 cents per ton and the boat toll reduced to \$2 04 each trip.

The expenses for the month were \$20,320, 18, showing the net amount of revenue for the month to be \$45,493. The balance in the different banks to the credit of the company, May 29, was \$55,832 67, to which add accrued revenue not yet collected, \$35,489 43 making \$91,322 10. I there-

fore recommend that the board appropriate \$50,985 to pay the coupons on the preferred construction bonds due January 1, 1862.

The board accordingly appropriated the above amount to be paid at the banking house of Alex. Brown & Sons, Baltimore, on and after the 24th inst.

#### Easton and Amboy Railroad.

This is a double track road, about sixty miles in length, extending from Phillipsburg, N. J., (opposite Easton, Pa.) to Perth Amboy, where there is an open outlet to the ocean. It is steadily approaching completion, and is expected to be in full operation during all of June or in July. Being an extension of the Lehigh Valley Railroad, the distribution of the coal tonnage of the latter will be somewhat changed. That great railroad now sends its coal to market from Easton either by way of the Central Railroad of New Jersey or by way of the Belvidere Delaware Railroad to Trenton and thence by the old Camden and Amboy to tide water at South Amboy. Last year the Lehigh Valley gave to the Belvidere Delaware 1,106,476 tons. The most of this tonnage, it is supposed, will hereafter go by the new extension road from Easton to Amboy, to the corresponding loss of the Belvidere Delaware Railroad. The Lehigh Valley Railroad last year also gave to the Morris and Essex Railroad 401,403 tons, to the Central of New Jersey 358,633 tons, and to the Morris Canal 165,277 tons. Hereafter so much of this distributed tonnage as was through freight, and intended for points beyond Jersey City, it is presumed will go by the Easton and Amboy extension. Such portion of this tonnage as may be required for consumption on the lines of the two roads, and such as go to particular points in Jersey City, will be continued to the several companies as last year, but they will no doubt lose a very considerable portion of their tonnage heretofore enjoyed from the Lehigh Valley Railroad. The Morris Canal, being a leased work of the Lehigh Valley Railroad Company, will also be used hereafter mainly for local tonnage, and may eventually cease altogether to be used for transportation purposes. The three New Jersey Railroads named, it will be seen, received from the Lehigh Valley Railroad last year 1,866,513 tons, the great bulk of which will hereafter go to that company's own extension, and will enable it at once to start with profit. Its passenger trade will pass directly on down the road without change of cars, switch on to the Pennsylvania road at Metuchen, and so reach New York. The road is wholly owned by the Lehigh Valley Railroad Company, who have expended thus far about \$10,000,000, in its construction, including about \$1,000,000 for real estate and wharves at Perth Amboy. Some \$2,000,000 more, it is estimated, will be required to complete and equip the work. No stock representing its cost has ever been issued, and it is free of mortgage or debt of any kind.

At a meeting of the board of directors of the Southern Maryland Railroad Company, held at the office of the company in Washington city on the 4th instant, the following gentlemen were elected officers for the next ensuing twelve months: President, Samuel S. Smoot; vice president, Jno. Van Riswick; secretary, Charles H. Winder; treasurer, Wm. S. Lemmon.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. .... 100	\$3,280,000	J. & J.	Jan. '75 24	Long Island ..... 80	3,000,000	M. & S.	May '73 10a	Vermont and Mass. .... 100	\$2,880,000	A. & O.	Apr. '75 2
Allegheny Valley ..... 50	2,256,350	J. & J.	July 74 4	Louisv., Cin. and Lex. .... 50	1,623,483	J. & J.	July '69 3	Warren (N. J.) ..... 100	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point. 100	1,232,200	J. & J.	July 74 4	..... pref. 100	848,700	J. & J.	Jan. '74 4	Warwick Valley ..... 100	226,000	A. & O.	Apr. '72 24
Atlantic and Gulf ..... 100	3,693,200	J. & J.	July 74 4	Louisville & Nashville. .... 100	8,980,600	F. & A.	Feb. '74 4	West Jersey ..... 100	1,559,750	F. & A.	Feb. '74 4
..... guar. 100	786,478	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi. .... 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '75 3
Atlantic and St. Law. .... 100	39,494,000	M. & S.	Mar. '75 3	Lowell and Lawrence ..... 100	200,000	A. & O.	Apr. '75 3	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '75 34
..... new 1870. 100	1,500,000	J. & J.	Jan. '75 3	Lykens Valley ..... 20	600,000	F.M.A.N.	May '75 24	Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '75 34
Avon, Genesee & Mt. M. .... 100	194,250	A. & O.	Jan. '75 3	Macon and Western ..... 100	2,800,000	J. & J.	July '73 5				
Baltimore and Ohio ..... 100	13,151,962	M. & N.	May '75 5	Maine Central ..... 100	3,400,500	J. & J.	July '73 5				
Washington Br. .... 100	1,680,000	A. & O.	Apr. '75 5	Manchester and Law. .... 100	1,000,000	M. & N.	May '75 5				
Parkersburg Br. pref. .... 50	5,680,685	J. & J.	Dec. '72 24	Marquette & Cincinnati. 50	1,408,912	J. & J.	Dec. '72 24				
Berkshire ..... 100	600,000	J. & J.	Apr. '75 13	..... 1st pref. 50	8,130,719	M. & S.	Sep. '66 2a	Albany City ..... 100	110,300	J. & J.	Feb. '75 6
Blossburg & Corning. .... 50	250,600	J. & J.	Jan. '75 3	..... 2d pref. 50	4,460,358	M. & S.	Sep. '66 2a	Baltimore City ..... 25	803,000	J. & J.	Feb. '75 6
Boston and Albany ..... 100	10,854,100	M. & N.	May '75 5	Massachusetts ..... 100	400,000	F. & A.	Feb. '75 5	Bleeker St. & F. Fy. (N.Y.) 100	900,000	J. & J.	Apr. '75 4
Bos., Cin. & Fitchburg. .... 100	653,200	J. & J.	June '75 3	Memphis & Charleston* 25	5,312,725	J. & J.	Jan. '69 3	Boston and Chelsea ..... 100	110,000	A. & O.	Apr. '75 4
Agricultural Br. guar. .... 100	60,000	J. & J.	June '75 3	Michigan Central ..... 100	18,738,275	J. & J.	Jan. '73 4a	Broadway (Brooklyn) ..... 100	200,000	J. & J.	Jan. '75 5
Bost., Genesee & Mont. .... 100	800,000	M. & N.	May '75 3	Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '75 5	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. & J.	Jan. '75 5
Boston and Lowell ..... 500	3,200,000	J. & J.	May '75 3	Milwaukee and St. Paul. .... 100	15,399,261	J. & J.	Dec. '70 7a	Brooklyn City ..... 100	1,500,000	F.M.A.N.	May '75 3
Boston and Maine ..... 500	6,921,274	M. & N.	May '75 4	..... pref. 100	12,274,483	F. & A.	Aug. '74 34b	Brooklyn City & Newt. .... 100	600,000	J. & J.	July '75 3
Boston and Providence. .... 100	4,000,000	M. & N.	May '75 5	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '75 4	Brooklyn and Jamaica ..... 100	488,100	J. & J.	July '71 34
Buffalo, N. Y. & Erie* ..... 100	960,000	F. & A.	Aug. '74 34	Morris and Essex* ..... 100	14,008,100	J. & J.	Jan. '75 34	Bushwick (Brooklyn) ..... 100	302,000	J. & J.	July '71 34
Burlington and Mo. Riv. .... 100	5,636,000	M. & S.	Mar. '75 5	Nashua and Lowell ..... 100	800,000	F. & A.	May '75 5	Cambridge ..... 100	727,800	A. & O.	Apr. '75 4
..... pref. 100	1,485,900	M. & S.	Mar. '75 5	Naugatuck ..... 100	1,882,900	F. & A.	Feb. '75 6	Can. Park, N. & E. Riv. .... 100	1,068,400	A. & O.	Oct. '67 2
Camden and Amboy* ..... 100	5,847,800	J. & J.	Apr. '75 24	Nesquehoning Valley ..... 50	1,000,000	M. & S.	Mar. '75 5	Citizens' (Phila.) ..... 50	500,000	J. & J.	Jan. '75 9
Camden and Atlantic ..... 100	877,400	J. & J.	May '75 5	Newark and N. York* ..... 100	977,400	J. & J.	Jan. '75 34	Citizens' (Phg.) ..... 50	200,000	M. & N.	Nov. '71 7
..... pref. 100	383,489	J. & J.	Jan. '75 34	N. Bedford ..... 100	1,678,500	M. & N.	May '75 4	Coney Island & Brookl. .... 100	500,000	J. & J.	May '75 2
Cape Cod ..... 100	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val. .... 100	1,500,000	J. & J.	Jan. '75 34	D. Dock, E. B'dw. & Bat. .... 100	1,200,000	F.M.A.N.	May '75 2
Cape May and Millville* 50	447,000	J. & J.	June '75 5	N. Haven & Northamp. .... 100	605,000	J. & J.	Jan. '75 34	Elizabethtown & Newark ..... 100	1,000,000	J. & J.	Jan. '75 6
Catawba & Fogley ..... 50	426,900	Novemb.	Nov. '71 6	New Jersey ..... 100	7,295,200	J. & J.	Sep. '72 5	Frank & Southw. (Ph.) 50	200,000	M. & N.	May '75 5
Catawissa ..... 50	1,159,500	M. & N.	May '75 2	New London Northern ..... 100	1,418,800	J. & J.	Jan. '75 2	Franklin & Southw. (Ph.) 50	491,750	J. & J.	Jan. '75 5
..... pref. 100	2,200,000	M. & N.	May '75 2	N. Y. Cen. & Hudson R. .... 100	89,428,330	J. & J.	July '75 2	Germanstown (Ph.) ..... 50	1,000,000	J. & J.	Jan. '75 5
Cayuga and Susq.* ..... 50	589,110	J. & J.	Jan. '75 4	New York and Harlem ..... 100	8,600,000	J. & J.	Jan. '75 4	Girard College (Ph.) ..... 50	500,000	J. & J.	July '71 3
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N.	May '75 1	..... pref. 100	1,500,000	J. & J.	Jan. '75 4	Grand St. and Newton ..... 100	190,000	J. & J.	Jan. '71 2
..... pref. 100	769,600	F. & A.	Feb. '75 34	N. Y., N. H. & Harf. .... 100	15,500,000	J. & J.	Jan. '75 5	Green & Cones St. (Ph.) 50	500,000	J. & J.	Jan. '75 4
Central of Georgia ..... 100	4,666,800	J. & J.	July '73 5	N. Y. Provid. & Boston. .... 100	2,500,000	J. & J.	Jan. '75 5	Heston, Mantau & Fairm. .... 100	2,050,000	J. & J.	Jan. '75 14
Central of New Jersey. .... 100	29,000,000	J. & J.	Apr. '75 24	Nisg. Bridge & Canand* 100	1,000,000	J. & J.	Apr. '75 24	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Ohio ..... 50	2,425,000	J. & D.	June '75 3	North Carolina* ..... 100	4,900,000	J. & J.	Jan. '75 5	Lynn and Boston ..... 100	200,000	J. & J.	Jan. '75 3
..... pref. 50	400,000	J. & D.	June '75 3	N. Eastern (N. C.) pref. 100	111,000	M. & N.	Feb. '75 5	Malden and Melrose ..... 100	200,000	J. & J.	Jan. '75 3
Central Pacific ..... 100	54,275,500	J. & J.	Apr. '75 6a	North Pennsylvania ..... 50	3,806,500	M. & N.	Feb. '75 5	Metropolitan (Boston) ..... 100	1,500,000	J. & J.	Jan. '75 3
Chemung* ..... 100	380,000	J. & J.	Apr. '75 14	Northern Central ..... 50	8,842,000	M. & N.	July '74 34	Middlesex (Boston) ..... 100	400,000	M. & N.	May '75 3
Cheshire, preferred ..... 100	2,100,000	J. & J.	Apr. '75 4	Northern N. Hampsh. .... 100	3,068,400	J. & D.	June '75 34	Ninth Avenue (N. Y.) ..... 100	797,320	J. & J.	Jan. '75 3
Chicago and Alton ..... 100	8,999,900	M. & S.	Mar. '75 5	Northern New Jersey ..... 100	1,000,000	J. & J.	July '74 4	Orange and Newark ..... 100	282,555	J. & J.	Jan. '75 5
..... pref. 100	2,425,400	M. & S.	Mar. '75 5	Norwich & Worcester* ..... 100	2,804,400	J. & J.	Jan. '75 5	Philadelphia City ..... 100	750,000	J. & J.	Jan. '75 5
Chicago, Burl. & Quincy. .... 100	19,897,000	M. & S.	Mar. '75 5	Ogden & L. Champ. .... 100	3,077,000	J. & J.	Jan. '75 3	Philadelphia and Darby ..... 20	200,000	J. & J.	July '71 2
Chicago, Iowa & Nebraska* 100	3,916,200	J. & J.	Jan. '75 4	..... pref. 100	2,000,000	J. & J.	Apr. '75 4	Phila. and Grey's Ferry ..... 100	284,775	J. & J.	Jan. '75 24
Chicago & N. Western ..... 100	14,993,000	J. & D.	Dec. '72 34	Ohio and Mississippi ..... 20,000,000	4,030,000	J. & J.	Mar. '75 34	Pbg. Alleg. & Manchester ..... 100	200,000	M. & N.	Nov. '69 8
..... pref. 100	21,434,113	J. & J.	July '75 34	Oil Cr. & Allegheny R. .... 50	4,269,450	J. & J.	Jan. '74 5	Second Avenue (N.Y.) ..... 100	838,100	J. & J.	Jan. '74 2
Chicago, R. I. & Pacific ..... 100	19,000,000	A. & O.	Apr. '75 4	Old Colony & Newport. .... 100	6,637,300	J. & J.	Jan. '75 34	Second & Third Sts. (Ph.) 10	982,100	J. & J.	Jan. '74 6
Cin., Ham. & Dayton ..... 100	8,500,000	A. & O.	Apr. '73 4	Oswego and Syracuse* ..... 100	482,400	F. & A.	Feb. '75 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 5
Cin. Sand. and Clev.* ..... 50	2,980,550	J. & J.	Apr. '72 10a	Pacific of Missouri ..... 100	3,835,750	J. & J.	Apr. '75 14	Sixth Avenue (N. Y.) ..... 100	750,000	M. & N.	Nov. '74 5
..... pref. 50	429,837	F. & A.	Feb. '75 34	Panama ..... 100	7,000,000	J. & J.	Apr. '75 14	Third Avenue (N. Y.) ..... 100	1,170,000	F.M.A.N.	May '75 2
Clev. Col., Cin. & Ind. .... 100	14,991,275	F. & A.	Feb. '75 34	Paterson and Hudson* ..... 100	635,000	J. & J.	Apr. '75 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '75 2
Cleveland & Mahoning* ..... 50	2,057,569	M. & N.	May '74 34	Paterson and Newark* ..... 100	500,000	J. & J.	July '74 4	23d street (N. Y.) ..... 100	600,000	J. & J.	Jan. '75 4
Cleveland & Pittsburg* ..... 50	11,236,150	F.M.A.N.	May '75 1	Paterson and Ramapo* ..... 100	243,000	J. & J.	Jan. '74 4	Somerville (Boston) ..... 100	98,000	M. & N.	May '75 3
Col., Chic. & Ind. Cen.* 100	13,000,000	M. & S.	Mar. '75 2	Pember & Hightstown* ..... 50	342,150	J. & J.	Jan. '75 3	South Boston ..... 50	400,000	J. & J.	Jan. '75 24
Columbus and Xenia* ..... 100	1,788,800	M. & S.	Mar. '75 2	Pennsylvania ..... 68,114,475	1,200,000	F. & A.	Feb. '75 4	Union (Boston) ..... 100	200,000	J. & J.	Jan. '75 5
Colum. & Hocking Val. .... 100	2,500,000	F. & A.	Feb. '75 5	Peoria & Bureau Val.* ..... 100	1,200,000	F. & A.	Feb. '75 4	Union (Phila.) ..... 50	400,000	J. & J.	Jan. '75 8
Concord ..... 50	1,500,000	M. & N.	May '75 5	Philadelphia and Erie* ..... 50	6,004,300	J. & J.	Feb. '75 4	West Philadelphia ..... 50	400,000	J. & J.	Jan. '75 10
Concord and Ports* ..... 100	850,000	J. & J.	Jan. '75 34	..... pref. 50	2,400,000	J. & J.	July '74 4				
Conn. & Passump Riv. .... 100	2,100,000	F. & A.	Feb. '75 5	Phil. Ger. & Norristown* 50	1,626,250	M. & S.	June '75 3				
Connecticut River ..... 100	2,100,000	J. & J.	Jan. '75 5	Philadelphia & Reading ..... 32,684,375	1,259,100	J. & J.	Apr. '75 24				
Cumberland Valley ..... 100	1,292,950	A. & O.	Apr. '75 5	..... pref. 100	1,551,800	J. & J.	Apr. '75 24				
..... 1st pref. 50	241,900	A. & O.	Apr. '75 4	Phila. and Trenton* ..... 100	1,259,100	J. & J.	Jan. '75 4				
..... 2d pref. 50	243,000	A. & O.	Apr. '75 4	Phila., Wtl. & Balt. .... 100	11,524,250	J. & J.	Jan. '75 4				
Danbury and Newwals ..... 50	600,000	J. & J.	Dec. '74 14	Pittsfd. & N. Adams ..... 100	400,000	J. & J.	Jan. '75 3				
Delaware* ..... 100	1,230,941	J. & J.	Apr. '75 24	Portland and Kennebec. .... 100	616,700	J. & J.	Jan. '75 3				
Del., Lackaw. & Westn. .... 50	23,500,000	J. & J.	Apr. '75 24	Yarmouth certificates. 100	292,400	A. & O.	Apr. '75 3				
Detroit & Milwaukee* ..... 50	822,140	J. & J.	Dec. '69 7	Portl., Saco & Portsm. .... 100	1,500,000	A. & O.	Apr. '75 5				
..... pref. 50	2,095,000	A. & O.	Apr. '75 24	Providence & Worcester. .... 100	2,000,000	J. & J.	Jan. '75 5				
Dubuque & Sioux City* ..... 100	5,000,000	J. & J.	Jan. '75 24	Raleigh and Gaston ..... 100	1,500,000	J. & J.	Jan. '71 6				
East Pennsylvania* ..... 100	1,309,200	J. & J.	Jan. '75 24	Rensselaer & Saratoga* ..... 100	6,000,000	J. & J.	Jan. '75 4				
East Mahanoy ..... 50	392,950	J. & J.	Jan. '75 3	Roch. & Genesee Val.* ..... 110	557,500	J. & J.	Jan. '75 5				
Eastern (Mass.) ..... 100	4,262,600	J. & J.	July '73 3	Rome, Watert. and Ogd. .... 100	2,995,900	J. & J.	Jan. '75 34				
Eastern (N. H.) ..... 100	492,500	J. & J.	July '73 3	Rutland* ..... 100	2,700,000	J. & J.	Jan. '75 34				
Elmira, Jof. & Canand* ..... 100	600,000	F. & A.	Aug. '74 24	..... pref. 100	4,300,000	F. & A.	Feb. '75 34a				
Elmira & Williamsport* ..... 50	500,000	M. & N.	May '75 24	St. Croix and Penobscot. .... 100	100,000	J. & J.	July '71 2				
..... pref. 50	500,000	J. & J.	Jan. '75 34	St. L., Alt. & T. Haute. .... 100	2,300,000	J. & J.	July '74 3				
Erie Railway ..... 100	78,000,000	J. & J.	Oct. '73 1	..... pref. 100	2,040,000	F. & A.	Feb. '74 3				
..... pref. 100	8,536,910	J. & J.	Oct. '73 34	St. Louis and Iron Mt. .... 100	10,000,000	J. & J.	Nov. '72 2				
Erie and Pittsburg* ..... 100	1,090,250	M. & S.	June '75 1	St. L., Kan. C. & North. .... 100	12,000,000	J. & J.	Nov. '72 2				
Fitchburg ..... 100	4,000,000	J. & J.	Jan. '75 4	..... pref. 100	12,000,000	J. & J.	Nov. '72 2				
Georgia ..... 100	4,166,000	J. & J.	Apr. '74 4	Saratoga and Schenec* ..... 100	300,000	A. & O.	Apr. '75 34				
Great Western, (Ca.) ..... 100	19,237,404	A. & O.									



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900		
Central Pacific:													
1873.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,669	1,285,567	1,293,957	1,037,992	12,734,729
1874.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1875.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
1876.....	890,000	902,000	1,192,000	1,355,000	1,797,000								
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,238
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596								
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.....	1,164,975	1,101,631	1,074,743										
Illinois Central:													
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	551,534	458,158	586,188	586,716	584,764								
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,519
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
Lake Shore & Mich. South'n:													
1870.....	899,239	1,003,837	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,439	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872.....	155,983	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284								
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,428	245,595	288,999	313,500				
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	333,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	263,293	243,077	304,527	293,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	
1875.....	249,250	243,624	310,903										
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639		
St. Louis, I. Mt. & South'n:													
1873.....	115,834	152,054	224,449	207,627									

## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.	
<b>National Securities, June 1, 1875.</b>												
Loan of June 14, 1858.....registered	\$280,000	5	Jan. & July.	1874	100	Maine—(\$7,138,400):						
Loan of February 8, 1861.....registered	13,786,000	6	Jan. & July.	1880	121	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	101	
.. coupon	4,629,000	6	" "	1880	125	.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	Various.	'80-'89	101	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	125	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	103	
Loan of July 17, and Aug. 5, 1861.....registered	125,862,950	6	Jan. & July.	1881	121	Maryland—(\$10,741,215):						
.. coupon	63,458,400	6	Jan. & July.	1881	121	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80	
Loan of Feb. 25, 1862 (5-20s).....registered	3,067,100	6	May & Nov.	1882	117	.. Bonds to R. R. and Canals.....	828,222	6	" "	1890	101	
.. coupon	82,481,050	6	Jan. & July.	1882	117	.. Bonds to Balt. & Susq. R. R.....	289,000	3	" "	1890		
Loan of March 3, 1863.....registered	53,679,900	6	Jan. & July.	1881	121	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	109	
.. coupon	21,320,100	6	Jan. & July.	1881	125	.. State Loans, 1870 and 1872.....	799,056	6	" "	'85-'87		
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	118	Massachusetts—(\$28,477,804):						
Loan of June 30, 1864 (5-20s).....registered	26,341,500	6	" "	1884	118	.. State (public works) scrip.....	750,000	5	Various.	'74-'80		
.. coupon	32,704,700	6	" "	1884	118	.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'78	113	
Loan of March 3, 1865 (5-20s).....registered	33,787,000	6	May & Nov.	1885	120	.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78		
.. coupon	118,747,350	6	Jan. & July.	1885	120	.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	105	
.. 2d series (5-20s).....registered	58,107,950	6	Jan. & July.	1885	120	.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	104	
.. 3d series (5-20s).....registered	144,655,150	6	Jan. & July.	1885	120	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102	
.. 4th series (5-20s).....registered	222,009,500	6	Jan. & July.	1887	125	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93		
Loan of March 3, 1864, (10-40s).....registered	141,514,900	5	Mar. & Sept.	1904	117	.. Norwich and Worcester R. R. Bonds.....	400,000	6	Jan. & July.	1877		
.. coupon	53,951,400	5	" "	1904	119	.. B. H. & Erie R. R. Bonds.....	3,599,021	5	" "	1900		
Consols of July 14, '70 & Jan. 20, '71.....registered	203,358,150	5	F. M. A. & N.	1881	117	Minnesota—(\$250,000):						
.. coupon	192,448,300	4	" "	1881	118	.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79		
Consols .. .. registered	.....	4	F. M. A. & N.	1886	.....	Missouri—(\$18,747,000):						
Consols .. .. registered	.....	4	F. M. A. & N.	1901	.....	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	102	
Debt matured and without interest.....(var.)	7,375,816	3	" "	.....	.....	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	" "	'87-'88	100	
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5	" "	.....	.....	.. Railroad Loan Bonds, 1854-'66.....	12,801,000	7	" "	'74-'86		
Certificates of Indebtedness 1870.....(cur.)	678,000	4	" "	1875	.....	.. Railroad Bonds, guaranteed 1856-'66.....	1,589,000	6	" "	'76-'91	103	
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99 122	.....	.. State Institutions Loans.....	1,301,000	6	" "	var.	97	
United States Notes.....	377,136,722	nd	" "	.....	.....	New Hampshire—(\$3,914,165):						
Fractional Currency.....	43,616,773	u	" "	.....	.....	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78		
						.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	103	
						.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74		
						New Jersey—(\$2,696,300):						
						.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02	105	
						New York—(\$36,530,400):						
						.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	.....	
						.. State (Deficiency) Stock of 1838.....	900,000	5	" "	"	1875 115	
						.. State (Deficiency) Stock of 1838.....	800,000	5	" "	"	1878 116	
						.. State (Deficiency) Stock of 1838.....	348,107	5	" "	"	pleas.	.....
						.. State (Deficiency) Stock of 1838.....	1,189,781	5	" "	"	pleas.	.....
						.. Canal Stock.....	1,105,420	5	" "	"	1874	
						.. Canal Stock.....	111,200	4	" "	"	'72-'73	
						.. Canal Stock.....	10,135,260	6	" "	"	'74-'77	110
						.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877	108	
						.. Bounty Loan coupon.....	1,200,000	7	" "	1877	108	
						North Carolina—(\$29,547,045):						
						.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	20	
						.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	20	
						.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'95	11	
						.. Bonds issued since the war.....	1,839,000	6	April & Oct.	'92-'95	11	
						.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00	12	
						.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00	12	
						.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	4	
						Ohio—(\$3,211,062):						
						.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870		
						.. Loan of 1850, sinking fund.....	1,855,900	6	" "	"	1875 102	
						.. Loan of 1860, sinking fund.....	4,074,517	6	" "	"	1881 105	
						.. Loan of 1866, sinking fund.....	2,400,000	6	" "	"	1886 108	
						Oregon—(\$290,477):						
						.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	116	
						.. Willamette Canal Bonds.....	200,000	7	" "	1890		
						Pennsylvania—(\$24,999,735):						
						.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879		
						.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103	
						.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877		
						.. Loan of April 1853, coupon.....	238,000	5	" "	1878	103	
						.. Loan of April 1861, registered.....	35,000	6	" "	1878		
						.. Loan of Feb. 1867, reg. and coup.....	907,200	5	" "	'74-'82		
						.. Loan of Feb. 1867, reg. and coup.....	18,798,850	6	" "	'74-'82		
						.. Chambersburg certificates, registered.....	83,632	6	June & Dec.	1876		
						.. Loans of April 1872.....	500,000	6	April & Oct.	1876		
						Rhode Island—(\$2,638,500):						
						.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	107	
						.. .. of 1863.....	205,000	6	April & Oct.	1883	103	
						.. .. of 1863.....	608,000	6	Jan. & July.	1893		
						.. .. of 1864.....	746,000	6	Feb. & Aug.	1894		
						South Carolina—(\$20,650,235):						
						.. State House Stock and Bonds '56-'63.....	953,488	6	Jan. & July.	pleas.	33	
						.. Fire Loan Stock of 1838.....	303,344	6	J. A. J. & O.	1870		
						.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	33	
						.. Fire Loan Bonds of 1838.....	481,944	5	" "	1868		
						.. New State House Bonds 1853-'66.....	298,000	6	" "	'71-'86		
						.. Blue Ridge R. R. Bonds 1854.....	966,000	6	" "	'74-'78		
						.. Funding Bonds, 1868.....	980,000	6	" "	'87-'97		
						.. .. 1869.....	1,651,000	6	April & Oct.	1888		
						.. .. 1869.....	1,189,400	6	Jan. & July.	1888		
						.. .. 1869.....	2,030,000	7	" "	1888	33	
						.. Conversion Bonds 1869.....	7,666,500	6	" "	1888		
						.. .. 1870.....	343,000	6	April & Oct.	1889	33	
						.. Railroad Aid Bonds.....	4,797,008	6	Various.	'69-'89		
						Tennessee—(\$20,966,382):						
						.. Railroad, &c., Bonds.....	15,787,922	6	Jan. & July.	'92-'00	55	
						.. State Bonds (direct).....	4,819,544	6	April & Oct.	'69-'99		
						.. State Endorsements.....	2,197,000	6	Jan. & July.	1900		
						.. Funded Interest Bonds.....	4,598,035	6	" "	1914	54	
						Texas—(\$3,715,979):						
						.. Frontier Protection (gold) Bonds, 1870.....	700,000	7	Mar. & Sept.	'90-'10		
						.. Deficiency Bonds, 1871.....	357,000	10	" "	1878	99	
						.. State Bonds.....	197,000	6	Jan. & July.	'76-'91		
						.. Railroad Aid Bonds.....	1,763,317	6	" "	var.		
						Vermont—(\$225,500):						
						.. War Loans of 1864, '63 and '68.....	225,500	6	June & Dec.	'74-'78		
						Virginia—(\$45,718,112):						
						.. Funded under act of 1871.....	20,278,730	6	Jan. & July.	long.	36	
						.. Funded under act of 1872.....	1,764,747	6	" "	"		
						.. Sterling Bonds.....	2,727,562	5	" "	"		
						.. Deferred (W Va.) certificates.....	15,339,370	6	" "	"		

## State Securities, latest dates.

Alabama—(\$11,258,839):					
.. Bonds (old and extended), 1866 and '72.....	3,230,800	5	May & Nov.	'85-'92 28	
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93 42	
.. State Bonds for Railroads.....	2,300,200	8	" "	'90-'91 12	
.. Railroad endorsements.....	16,386,000	8	" "	'90-'91 12	
Arkansas—(\$10,885,000):					
.. Funded Bonds, (\$4,400,000) 1869 and '70.....	2,850,000	6	Jan. & July.	'99-'00 28	
.. Levee Bonds, 1871.....	2,200,000	7	" "	1891	
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00 7	
California—(\$3,796,500):					
.. Civil Bonds 1867 and '68.....	1,659,000	7	Jan. & July.	'77-'80 117	
.. Relief Fund Bonds, 1863.....	110,000	7	" "	'83-'85	
.. State Capitol Bonds, 1871 and '7.....	500,000	7	" "	'91-'92	
.. Funded Debt of 1873.....	1,497,500	6	" "	1893	
Connecticut—(\$5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861.....	532,800	6	Jan. & July.	1881 105	
.. War Loan, (20 yrs) of Jan. 1863 and '64.....	2,232,500	6	" "	'83-'84	
.. War Loan, (10-30 yrs) of Oct. 1, 1864.....	589,500	6	April & Oct.	1894	
.. War Loan, (20 yrs) tax free, of Oct. 1, '64.....	1,741,100	6	" "	1885	
Delaware—(\$1,231,000):					
.. State War Debt.....	879,000	6	Jan. & July.	1885	
.. Railroad Aid (J. and Breakwater R. R.).....	352,000	6	" "	1885	
District of Columbia—(\$4,790,000):					
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	
.. Improvement (cur.) bonds.....	790,000	6	" "	1902	
Florida—(\$6,645,763):					
.. Bonds of 1871, and 1873.....	1,000,000	6	Jan. & July.	1885	
.. Railroad Loan (gold) of 1870.....	1,000,000	6	" "	1885	
.. Consolidated (gold) Bonds of 1873.....	4,645,763	6	" "	1885	
Georgia—(\$14,871,084):					
.. Bonds for Western & Atlantic R. R.....	1,000,000	6	Jan. & July.	1885	
.. Bonds for Western & Atlantic R. R.....	1,000,000	6	" "	1885	
.. Bonds for Atlantic and Gulf R. R.....	1,000,000	6	" "	1885	
.. Bonds of March 12, 1866.....	1,000,000	6	" "	1885	
.. Bonds (gold) of Sept. 1870.....	1,000,000	6	" "	1885	
.. Bonds of Feb. 19, 1873.....	1,000,000	6	" "	1885	
.. Railroad endorsements.....	1,000,000	6	" "	1885	
Illinois—(\$2,060,180):					
.. New Internal Improvement Bonds, 1847.....	1,000,000	6	Jan. & July.	1885	
.. Refunded Stock Bonds, 1859.....	1,000,000	6	" "	1885	
.. War Loan Bonds, 1861.....	1,000,000	6	" "	1885	
.. Chicago Relief Bonds 1871.....	1,000,000	6	" "	1885	
Indiana—(\$4,998,815):					
.. War Loan Bonds, of 1863.....	1,000,000	6	Jan. & July.	1885	
.. Temporary Loan Bonds, 1873.....	1,000,000	6	" "	1885	
Iowa—(\$543,060):					
.. War and Defense Fund Bonds, 1861.....	1,000,000	6	Jan. & July.	1885	
Kansas—(\$1,836,675):					
.. State Bonds (various) 1863 to 1864.....	1,000,000	6	Jan. & July.	1885	
.. State Bonds (various) 1861 to 1869.....	1,000,000	6	" "	1885	
Louisiana—(\$22,308,800):					
.. State Bonds, to R. R. Companies.....	1,000,000	6	Jan. & July.	1885	
.. Relief (Treasury) Bonds 1863.....	1,000,000	6	" "	1885	
.. Levee Bonds 1865.....	1,000,000	6	" "	1885	
.. Levee Bonds, 1867.....	1,000,000	6	" "	1885	
.. Past due coupons 1865.....	1,000,000	6	" "	1885	
.. Levee Bonds, 1870.....	1,000,000	6	" "	1885	
.. Funded Floating Debt 1870.....	1,000,000	6	" "	1885	
.. State Penitentiary Bonds, 1869.....	1,000,000	6	" "	1885	
.. Bonds for Railroad stocks (var.).....	1,000,000	6	" "	1885	
.. Bonds for Railroads (var.).....	1,000,000	6	" "	1885	
.. Miss. & Mex. Gulfship Canal Bonds.....	1,000,000	6	" "	1885	
Michigan—(\$1,622,134):					
.. Sault Ste Marie Canal Bonds.....	1,000,000	6	Jan. & July.	1885	
.. Renewal Loan Bonds, 1858.....	1,000,000	6	" "	1885	
.. Two Million Loan, 1863.....	1,000,000	6	" "	1885	
.. War Bounty Bonds, 1868.....	1,000,000	6	" "	1885	



Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	\$ 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (A. & W. Stkbg.).....	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	"	"	1889	....	Dollar Bonds (Western R. R.).....	600,000	6	April & Oct.	"	1875	96
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.....	4,790,000	7	Feb. and Aug.	"	'91-'92	109
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	86
Alabama Central:							1st Mortgage (Equalization).....	245,000	6	"	"	1889	92
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	165,000	7	"	"	1890	92
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1884	85
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	104	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	434,000	7	May & Nov.	"	1881	101	"	756,500	7	Apr. and Oct.	Boston.	1893	103
Albany Loan.....	933,000	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	342,400	6	"	"	1898	....
Alexandria and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:							1st Mortgage (Berdlid).....	15,000,000	7	Jan. and July.	New York.	1900	86
General Mortgage.....	3,916,000	7.3	Jan. & July.	New York.	1896	96	1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	35
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	....	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
M. E. R. T., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1894	82	Boston and Lowell:						
Funding Income Bonds (guar.)	5,000,000	7*	"	"	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
American Central:							Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	105
1st Mort., guar. by C., B. & Q.	686,000	8	Jan. & July.	New York.	1878	....	Boston and Maine:						
Andreocoggin:							Bonds of 1893 (coup. and reg.)..	2,834,500	7	Jan. and July.	Boston.	1893	108
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.:							1st Mort. (gold) end. by G. atax fr.	3,430,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Top and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	72	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,383,000	7*	April & Oct.	Boston.	1900	70	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Consolidated Mortgage (gold).....	976,000	7*	April & Oct.	N. Y. or Bosl.	1903	37	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1888	100
Income bonds.....	476,000	12	"	"	1903	97	Buffalo, New York and Erie:						
Atlanta and Richmond Air Line:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	89
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo, New York & Phila.:						
Atlantic and Great Western:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mortgage, etc., skg. fund.....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	30
Atlantic and Gulf:							1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	Burlington and Missouri River:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Land and R. R. Mortgage.....	4,695,050	7	April & Oct.	N. Y. & Bost.	1893	104
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Stock Bonds pref. 3d lien.....	441,000	8	Jan. & July.	Boston.	1878	....
Atlantic and Lake Erie:							Stock (common) Bonds.....	321,500	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mort. (gold) for \$5,000,000.....	.....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	333,000	8	Jan. & July.	"	1894	106
Atlantic, Miss. and Ohio (428 m.).							Stock (common) Bonds.....	417,000	8	"	"	1889	....
1st Mortgage for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	....	Burlington and Mo. Riv. in Neb.:						
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
Atlantic and Pacific:							Bonds convertible until 1892...	600,000	8	"	Boston.	1883	94
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Southwestern:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (So. Pac. R. R. assumed)	7,158,500	6*	Jan. & July.	"	1888	80	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	Cairo and St. Louis (3 ft. gauge).						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Income Bonds (for funding).....	529,600	6*	"	"	1843	....	Cairo and Vincennes:						
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Atlantic and St. Lawrence:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Sterling bonds (net Mort.) of 1853.	484,000	6*	May & Nov.	London	1878	....	California and Oregon (Gen. Pac.):						
2d Mortgage (sterling) of 1864.....	1,500,000	6*	April & Oct.	"	1884	....	1st Mortgage (gold).....	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
3d Mortgage (sterling) of 1871.....	713,000	6*	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M. a. f.	787,000	6	"	Portland.	1883	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
Avon, Genesee & Mt. Morris (Erie):							Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1883	....	First Income bonds.....	1,000,000	10*	"	"	....	....
Bald Eagle Valley:							2d Income, or double track b'ds	1,900,000	6*	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Camden and Amboy:						
2d Mortgage.....	100,000	7	"	"	1884	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	100
Baltimore and Ohio:							Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	99
Loan of 1880-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	103	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103
Loan of 1883-'85.....	1,710,500	6	April & Oct.	"	1880	103	Sterling Loan, S. F. (£262,000).	1,286,050	6*	Feb. & Aug.	London.	1880	....
Loan of 1885-'90 (Balt.) skg fd.	3,352,246	6	Jan. & July.	"	1885	....	Camden and Atlantic:						
Loan of 1879-'95 (etc.) skg fund.	3,525,456	6*	March & Sept.	London.	1895	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
Loan of 1872-1902 (etc.) S. F.....	9,374,112	6*	"	"	1902	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	102
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	91
1st Mortgage (R. R.) gold guar.....	3,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg fd) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	52
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort., guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	96
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7*	Jan. & July.	"	1902	....
Belfast and Mooshead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1928	75
Belleville and Snow Shoe:							2d Mortgage - Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage.....	99,000	6	"	Philadelphia.	1883	....	Carthage and Burlington:						
Belleville and Indiana:							1st Mort., guar. by C., B. and Q.	503,500	8	May & Nov.	New York.	1879	104
1st Mort., ass'd by C. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
Belleville and Southern Illinois:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	94	1st Mortgage (new).....	1,300,000	7	"	"	1900	104
Beioit and Madison (C. & N. W.):							Chattel Mortgage.....	209,850	5	May and Nov.	"	'88-'89	....
1st Mortgage (guaranteed).....	806,000	7	Jan. & July.	New York.	1888	....	Cayuga Lake:						
Belvidere Delaware:							1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	75
1st Mortgage ( guar by C. & )	1,000,000	6	June & Dec.	New York.	1877	95	Cazenovia and Canastota:						
2d Mortgage ( A. Co. and )	499,500	6	March & Sept.	Philadelphia.	1885	94	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
3d Mortgage ( Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	90	Oeder Falls and Minnesota:						
Bingham Canyon & Camp Floyd:							1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	85
1st Mortgage.....	240,000	8*	Jan. & July.	"	1903	....	1st Mort. (W. to Minn. Line).....	1,384,000	7	Jan. & July.	"	1907	....

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 568,200	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	"	"	1894	....	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	"	1916	91 1/2	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	98 1/2
1st Mort. (Atch. & Pike's Peak):	1,600,000	6*	May & Nov.	New York.	1896	....	Chicago and Mich. Lake Shore:						
2d Mortgage Govern'm't at 50c.	1,900,000	6	Jan. & July.	"	1896	....	1st Mortgage	477,000	8	March & Sept.	New York.	1889	....
Central of Georgia:							1st Mortgage	2,500,000	8	Jan. & July.	Boston.	1890	....
General Mort. for \$5,000,000	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	2d Mort. ( " )	1,191,000	7	April & Oct.	"	1884	77
Central of L. I. (Flush., N.C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1885	85
1st Mortgage	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer)	781,500	8	May & Nov.	"	1874	....
1st Mort. (Central R. R. Exten.)	500,000	7	"	"	1903	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	80
Central of New Jersey:							1st Mort. (Minnesota Central)	190,000	7	"	"	1894	....
Convertible bonds of 1872	4,770,700	7	May & Nov.	New York.	1902	108 1/2	1st Mort. (St. Paul Division)	4,000,000	7	"	"	1902	87
1st Mort. (New) for \$5,000,000	5,000,000	7	Feb. & Aug.	"	1890	111 1/2	1st Mort. (Iowa and Dak. Div.)	1,000,000	7	"	"	1899	78 1/2
Newark Branch Bonds	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	110 1/2
Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	2d Mort. ( " )	1,315,000	7 1/2	"	"	1898	93 1/2
Consol. Mort. for \$25,000,000	6,063,900	7	"	New York.	1899	109 1/2	1st Mort. (Hast. and Dak. Div.)	1,550,000	7	Jan. & July.	"	1892	76
Central Ohio (B. and O.)							1st Mort. (Mil. and Western)	224,000	7	Jan. & July.	"	1891	....
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90 1/2	Real Estate Purchase	148,500	7	June & Dec.	"	1883	....
Central Pacific of California:							Equipment and Bridge Bonds	245,000	10	Jan. & July.	"	1883	....
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	'95-'99	104 1/2	Consol. Mort. for \$35,000,000	897,000	7	Jan. & July.	"	1904	73
Convertible 30 years bonds, gold	1,488,000	7*	"	"	1883	100 1/2	Chicago and Northwestern:						
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1884	110	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	104
2d Mort. (Govern'm't Subsidy)	25,885,000	6*	"	"	'95-'99	99	General 1st Mortgage (193 m.)	3,558,000	7	"	"	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	"	"	1899	97 1/2	Funded coupons (193 m.)	743,300	7	May & Nov.	"	1883	90 1/2
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	"	"	1883	94	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	"	1885	90
1st Mort. (S. Fr., Okla. & Ala.)	600,000	6*	"	"	1890	....	Green Bay Ext. (26m & 76,000 a.)	282,000	7	"	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,090,000	6*	April & Oct.	"	1900	92 1/2	1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	"	"	1882	106 1/2
Land bonds (Gen. Pac. Co.) gold	8,053,000	6*	"	"	1900	....	Elgin and State Line	128,000	6	Jan. & July.	"	1878	....
Central Vermont:							Mississippi River Bridge	190,000	7	"	"	1884	....
1st Mort., Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	20	1st Mortgage (Peninsula)	331,000	7	March & Sept.	"	1898	90 1/2
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	"	1891	6	Consol. skg fund (C. & N.W. R'y)	3,280,000	7	F. M. A. & N.	"	1915	95
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	55	General Consol. Gold Bonds	8,995,000	7*	June & Dec.	"	1902	82 1/2
Income and Extension Bonds	1,008,600	8	May & Nov.	"	1902	54	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'76-'77	60	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Equipment Mort. ( " )	1,000,000	8	"	"	1889	60	2d Mort. (Mil. & Chi. R. R.) guar.	97,500	7	"	"	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	60	1st Mort. (Chic. & Mil. R.W.) guar.	1,642,000	7	Jan. & July.	"	1898	98 1/2
Missisquoi R.R. ( " )	600,000	7	"	"	1891	39	1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	"	1888	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	Chicago, Portage and Superior:						
Charleston and Savannah:							1st M.s.f. (Chi. & N. Pac. Air-L.)	25,000 p.m.	7*	June & Dec.	New York.	1902	....
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....	Chicago, Omaha and St. Joseph:						
Funded Interest on 1st Mort.	157,400	7	"	"	1889	....	1st Mortgage for \$5,000,000	.....	8	April & Oct.	New York.	1901	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. R. & Q.)						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage \$25,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	....
Charters:							Chi., Pekin & Southwn (C.B. & Q.)						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	111
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Chi. & Southwestern (C.R.I. & Pac.)						
Cherry Valley, Sharon and Alb.							1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
Chesapeake and Ohio:							Chicago, Wisconsin & Canada:						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	39	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. Extension (con. or reg)	4,758,000	7*	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
2d Mort. ( " ) coupon	918,000	6	"	"	1884	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	"	1902	....
Income ( " ) coupon	300,000	8	"	"	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon	100,500	8	"	"	1877	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.)	803,800	8	Jan. & July.	Boston.	'75-'80	98 1/2	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	90
Chester Creek (Phil. & Balt. Cent.)							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863	1,250,000	7	May & Nov.	New York.	1880	....
Chester and Tamaroa:							2d Mortgage of 1865	500,000	7	Jan. & July.	"	1885	....
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....	3d Mortgage of 1867	400,000	8	June & Dec.	"	1877	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	....	1st Mort., guar. for \$2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mortgage	2,383,000	7	Jan. & July.	"	1883	113	Cincinnati, Lafayette and Chi.						
2d Mortgage Income	1,087,000	7	April & Oct.	"	1883	102 1/2	1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	83 1/2
Consol. Bonds (\$200 stig. each)	2,919,900	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage	471,000	7*	June & Dec.	"	1914	....
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	101 1/2	Cincinnati and Martinsville:						
2d Mort. ( " )	188,000	7	Jan. & July.	"	1898	....	1st Mort., guar. by I. C. & Ia. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	4,800,000	7	Feb. & Aug.	"	1900	93	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skg fund	2,589,000	8	Jan. & July.	New York.	1883	117	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	880,000	7	April & Oct.	"	1890	....	2d Mortgage	65,000	7	"	"	1889	....
Loan of 1872	3,643,675	7	Jan. & July.	Boston.	1896	108 1/2	Cinc., Rich. & Ft. Wayne (G.R. & I.)						
Consol. Mortgage for \$30,000,000	6,031,000	7	"	"	1903	....	1st Mortgage gold, guar.						



## AMERICAN RAILROAD BOND LIST.

\* Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	100 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	105 1/2	1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	104 1/2	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage ( " )	1,000,000	7	April & Oct.	" "	1892	103	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	107 1/2	1st Mortgage.....	\$219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage ( " )	860,000	7	April & Oct.	" "	1886	103 1/2	1st Mortgage (on Branches).....	575,000	8	June & Dec.	" "	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	44 1/2
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (on La and Lansing)....	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. ( " )	81,000	8	May & Nov.	" "	1880	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	48 1/2	2d Mortgage ( " )	1,000,000	8	" "	" "	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	16	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
Income convertible.....	3,893,000	7	" "	" "	1890	....	2d Funded Coup. ( " )	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	93-95	65	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. ( " )	244,400	7	Jan. & July.	" "	1890	....	2d Mort. ( " )	100,000	7	Jan. & July.	" "	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	" "	1880	....
1st M. s.f. ( " )	39,650	7	May & Nov.	" "	1896	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	" "	1886	....
2d Mort. ( " )	821,000	10	May & Nov.	" "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	101 1/2
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....	1st Mort. guar. by C., B. and Q.	759,000	8	Jan. & July.	New York.	1889	102
Income ( " )	74,024	7	" "	" "	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	100
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1885	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	" "	1890	....
New Mortgage for \$1,500,000....	652,000	7	April & Oct.	Boston.	1893	96 1/2	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	292,100	6	June & Dec.	" "	1876	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	....
Coupon Notes.....	634,000	7	" "	" "	70-71	94 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	" "	1876	96	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	106
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	92
Connecticut Valley:							2d Mortgage.....	190,000	4	" "	" "	82-87	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	95,000	6	Jan. and July.	" "	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	80-86	....
Connecting (Philadelphia):							Company Bonds ( " new)	135,400	6	" "	" "	1870	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	95 1/2	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	86
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-75.....	160,000	6	April & Oct.	" "	1885	....
Cowanesque Valley:							Loan of 1867-87.....	969,000	7	March & Sept.	" "	1887	90 1/2
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868-78.....	1,000,000	6	March & Sept.	" "	1888	....
2d Mortgage.....	160,000	7	May & Nov.	" "	1882	....	Loan of 1869-79.....	500,000	6	May & Nov.	" "	1889	....
Cumberl'd & Penn. (Consol. Coal):							Loan of 1872-82.....	1,553,000	7	various.	" "	1882	90 1/2
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-83.....	873,900	6	March & Sept.	" "	1893	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	New Bonds.....	1,000,000	7	" "	" "	1892	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,000,000	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	" "	" "	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	" "	" "	1884	....	2d Mortgage.....	200,000	6	April & Oct.	" "	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870-72.....	400,000	7	" "	" "	90-92	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	103 1/2
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	2862	65
2d Mortgage.....	306,000	7	" "	" "	1885	....	Erie Railway:						
Danv., Urb., Bloomington & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	101
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage, extended.....	2,174,000	7	March & Sept.	" "	1879	99
Davenport and St. Paul:							3d Mortgage.....	4,862,000	7	" "	" "	1883	94 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	90
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	87
1st Mortgage sinking fund guar.....	1,931,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch 1st mortgage.....	182,600	7	Jan. & July.	" "	1891	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1884	....	Sterling loan (£1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1875	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	" "	N.Y. & London.	1920	....
Toledo Depot bonds guar.....	108,500	7	March & Sept.	" "	86-94	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1862	....
Income Bonds.....	252,445	6	" "	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	" "	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1893	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	....
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	" "	1905	....	European & N. American (Me.):						
Deatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.									

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold	2,300,000	7	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7	April & Oct.	Philadelphia	1890	104
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	102
1st Mort. (Flushing and N. Side).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	50
1st Mort. (Central of L. I.).....	1,276,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency.....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	136,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6	"	London.	1895	....
Sterling Loan.....	1,600,000	6	"	London.	....	....	Sterling Bonds, Sinking Fund.....	4,792,000	5	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	104
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7	April & Oct.	Boston.	1899	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	600,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	28
Framingham and Lowell:							1st Mortgage Extension gold.....	2,000,000	7	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1890	89	2d Mortgage.....	1,600,000	8	"	"	1890	....
Frederick and Pennsylvania Line:							Indianapolis and Madison:						
1st Mortgage gold.....	160,000	6	April & Oct.	Baltimore.	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Fremont, Elkhorn & Mo. (S. C. & P.):							Indianapolis & Vincennes:						
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	1st Mortgage guar. by Pa. Co.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Galena & Chic. Union (C. & N. W.):							2d Mortgage guar. by Pa. Co.....	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	108	International and Gr. Northern:						
2d Mortgage.....	948,000	7	May & Nov.	"	1876	102	1st Mortgage (Int. R. R.).....	3,040,000	7	April & Oct.	New York.	1911	62
Galv., Harrisburg & San Antonio:							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							1st Mortgage (House & Gt. N. R. R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,877,000	8	Feb. & Aug.	"	1892	....
2d Mortgage.....	1,493,000	7	Jan. & July.	New York.	1890	88	Indianapolis, Cin. and Lafayette:						
Geneva, Ithaca and Athens:							1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage, skg. fd., guar.....	600,000	7	Jan. and July.	New York.	1890	....	1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
Georgia (and Banking):							Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	1878-83	....
Company bonds (debentures).....	608,000	7	Jan. & July.	Augusta	'74-'90	....	Equipment Bonds, registered.....	375,000	10	"	"	1883	....
Hilman, Clinton & Springfield:							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage gold.....	2,000,000	7	March & Sept.	N. Y. & Lond.	1900	....	1st Mort. (Cin. & Indiana).....	493,000	7	June & Dec.	"	1892	....
2d Mortgage gold	1,000,000	8	Jan. & July.	"	1892	....	2d Mort. (	1,497,000	7	Jan. & July.	"	1877-82	....
Goshen and Deekertown (Erie):							Indianapolis and St. Louis:						
1st Mortgage.....	248,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....		7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold.....	4,000,000	7	Jan. & July.	New York.	1899	....	1st Mortgage.....		7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold.....	3,224,000	7	April & Oct.	"	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
Grand River Valley (Mich. C.):							Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort., assumed by Lessees.....	1,000,000	8	Jan. & July.	New York.	1886	96	Ionia and Lansing (D. L. & L. M.):						
2d Mortgage, guar. by Lessees.....	600,000	8	March & Sept.	"	1879	92	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand Trunk (Ca.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Equipment Bonds £500,000.....	2,500,000	6	April & Oct.	London.	1877	....	Iowa Falls and Sioux City:						
Equip'm't Bonds No. 2 £500,000.....	2,500,000	6	Jan. & July.	"	1920	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Postal & Military b'ds £1,200,000.....	6,000,000	6	Feb. & Aug.	"	Perp.	....	Iowa Midland (C. & N. W.):						
1st Preference Bonds £3,218,149	16,090,745	5	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	86
2d Preference Bonds £2,327,808	11,639,040	4	"	"	"	....	Ironton (Penn.):						
3d Preference Bonds £7,163,910	35,819,550	4	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Provincial Debent'rs £3,111,500	15,567,500	"	"	Ottawa.	"	....	Ithaca and Athens (Penn.):						
Great Western of Canada:							1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	96
Mortgage Bonds £127,000.....	685,000	6	Jan. & July.	London.	1876	....	Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds £547,000.....	2,735,000	5	April & Oct.	"	'77-'78	....	1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	190
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	1st Mort. (Northern Ex't.) guar.	810,000	8	May & Nov.	"	390	93
Debenture Bonds £1,743,160.....	8,715,800	6	Jan. & July.	"	Perp.	....	2d Mortgage guar.....	204,000	8	March & Sept.	"	1878	....
Great Western Railway of 1859:							Consolidated Mortgage (236 m.)	1,894,000	8	"	"	1891	92
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	78	Jacksonville, North West & S. East:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	51	1st Mortgage.....	610,000	7	Jan. & July.	New York.	1902	....
Green Bay and Minnesota:							Jacksonville, Pensac. and Mobile:						
1st Mortgage.....	2,400,000	7	Feb. & Aug.	.....	1900	....	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Greenville and Columbia:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage guar. by S. Car.....	1,428,546	7	Jan. & July.	Columbia.	'81-'86	....	Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86	....	1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
Greenwich and Johnsonville:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage.....	188,000	7	May & Nov.	New York.	1889	....	Jefferson (Erie):						
Gulf, Western Texas and Pacific:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
1st Mortgage (Construction).....	1,384,000	7	Jan. & July.	.....	1902	....	2d Mort. (	84,000	7	"	"	1889	....
Hannibal and Naples (T. W. & W.):							1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	50	Jeffersonville, Madison & Indian:						
2d Mortgage.....	235,000	7	Jan. & July.	"	1890	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal & Cent. Mo. (T. W. & W.)							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	64	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	250,000	7	"	"	1892	....	Jersey City and Albany:						
Hannibal and St. Joseph:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1913	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	100	1st Mortgage (Ridgfield Park):	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	"	"	'77-'88	96	Joliet and Chicago (C. & Alton):						
Fifteen years' bond (277 m.).....	2,714,000	8	March & Sept.	"	1885	83	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Juncton, Philadelphia:						
1st Mort. (K. City & Cam. RR 55m)	1,300,000	10	Jan. & July.	"	1886	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	94
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	90
Harlem Extension:							Junction and Breakwater:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage, guar. by Pa. R.R.....	700,000	6	Jan. & July.	Philadelphia.	1883	101	1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	96
Hartford, Providence and Fishkill:							1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
1st Mort. (R. L. 28.82 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	Kalamazoo, & S. Haven (M. Cen.)						
1st Mort. (Conn. 96.04 m.) skg f'd.	1,874,500	7	"	Hartford.	1876	....	1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	New York.	1889	....
Holly, Wayne & Monroe (F. & M.):							2d Mortgage " " " " " "	70,000	8	"	"	1889	....
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....	Kalamazoo & White Pigeon:						
Holyoke and Westfield:							1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	86
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	Kansas City and Cameron:						
Housatonic:							1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....	Kan. City, St. Jo. & Coun. Bluffs:						
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bost.	1889	....	2d Mort. (	150,000	10	"	"	1878	....
Equipment Bonds.....	150,000	7	"	Bridgeport.	1883	....	1st Mort. (St. Jo. & CR. 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	....
Houston and Texas Central:							1st Mort. (Mo. Valley 130 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mortgage L. G. skg fund, gold.	7,479,000	7	Jan. & July.	New York.	1891	....	1st Mort. (	1,000,000	7	"	"	1893	....
1st Mortgage (Western Div.).....	2,500,000	7	"	"	1893	....	Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	"	1890	....
Consolidated Mortgage.....	2,700,000	8	April & Oct.	"	1912	....	New Consol. Mort. for \$8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Hudson River (N. Y. Cen. & H. R.):							Kansas City & Santa Fe (L. L. & G.)						
2d Mortgage, sinking fund.....	1,794,000	7	June & Dec.	New York.	1885	111	1st Mortgage for \$2,000,000.....	720,000	10	May & Nov.	Boston.	1900	....
3d Mortgage.....	169,000	7	May & Nov.	"	1875	104							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cincin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 263.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.68m. & 3,000,000m.)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	1891-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	1873-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	1895-97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,276,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876	....
<b>Kent County (Del.)</b>							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1880-86	....
<b>Kentucky Central:</b>							1st Mort. (Memph. and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
2d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	88
<b>Kentucky and Great Eastern:</b>							Louisville Loan.....	849,000	6	"	"	1886-87	....
Bonds for \$2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
<b>Keokuk and Des Moines:</b>							Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	<b>Louisv. N. Al. &amp; St. Lo. Air-Line:</b>						
Funded Interest.....	254,300	8	"	"	1884	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							Macon and Augusta.....						
1st Mortgage traffic guar.....	864,500	8	April & Oct.	Boston.	1879	104	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
1st. Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	60	<b>Macon and Brunswick:</b>						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1901	60	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
<b>Lake Erie and Louisville:</b>							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
<b>Lake Ontario Shore:</b>							<b>Madison and Portage:</b>						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
<b>Lake Shore &amp; Michigan South'n:</b>							<b>Maine Central:</b>						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	645,800	7*	April & Oct.	Boston.	1912	....
Consol. Mort., S. F., Regist'd. U. S.	6,118,000	7	J. A. J. & O.	"	1900	99	\$1,100,000 Loan, tax free.....	758,800	7*	Jan. & July.	"	1898	91
Consol. Mort., S. F., Coupon.....	6,118,000	7	Jan. & July.	"	1900	103	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	95	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	1900-91	96
<b>Lake Shore Dividend Bonds:</b>							1st Mortgage (Ken. & Portland)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	104	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. ( " ) " " "	1,000,000	7	April & Oct.	"	1892	103	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	106	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. ( " ) " " "	2,692,000	7	"	"	1877	104	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
2d Mort. ( " ) " " "	849,000	7	April & Oct.	"	1886	103	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	94
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	<b>Marietta and Cincinnati:</b>						
Mort. Bonds ( " ) " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds ( " ) " " "	2,850,000	7	April & Oct.	"	1898	100	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	106
1st M. (Det'it, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1890	93
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1880	86	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	78
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kalam. & Gr. Rap.)	840,000	8	"	"	1888	95	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Jamestown & Franklin)	480,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. ( " ) " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
<b>Lake Shore &amp; Tuscarawas Valley:</b>							1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	192-03	....
Elyria and Hack Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
<b>Lake Superior &amp; Mississippi:</b>							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43	<b>Maryland and Delaware:</b>						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
<b>Lawrence (P. Ft. W. &amp; Chi.):</b>							<b>Massillon &amp; Clev. (C.M. V. &amp; D.)</b>						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
<b>Leavenworth, Atch. &amp; N. West'n:</b>							Mayville and Lexington.....						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
<b>Leaven, Lawrence &amp; Galveston:</b>							<b>Memphis and Charleston:</b>						
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	<b>Tennessee State Loan.....</b>						
<b>Lefhigh and Lackawanna:</b>							1,814,142	6	"	"	"	....	
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Income Bonds.....	600,000	10	March & Sept.	"	1873-78	....
<b>Lefhigh Valley:</b>							<b>Memphis and Little Rock:</b>						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	103	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	109	2d Mortgage.....	1,000,000	8	"	"	....	
General Mort. for \$40,000,000...	5,000,000	6*	June & Dec.	"	1923	98	<b>Michigan Air Line (Mich. Cent.):</b>						
<b>Lewisb. Centre &amp; Spruce C. (P. &amp; E.):</b>							1st Mort. (E. Div.) assumed.....	200,000	8	May and Nov.	New York.	1890	100
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	<b>Michigan Central:</b>						
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	1st Mortgage sinking fund conv.	2,073,000	8	"	"	1882	112
<b>Little Miami:</b>							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103
1st Mortgage.....	1,490,0												

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc):	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1888	....
1st Mortgage gold, guaranteed...	20,000pm	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$3,000,000.....	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.):	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	7,250,000	8	"	New York.	1915	....
2d Mortgage.....	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold							2d Mort. endorsed by Louisiana.	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouachita & Red Riv.:	2,040,000	7*	Jan. & July.		1900	....	New York, Boston and Montreal:	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage gold.....	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.....	5,936,626	6	May & Nov.	New York.	1883	100
Mississippi and Tennessee:	1,254,000	8	Jan. & July.	"	'81-'93	....	New York & Canada (D. & H. C.):	1,514,000	7	Feb. & Aug.	"	1876	104
Consolidated Mortgage.....	430,547	6					1st Mort. for \$200,000, guar.....	74,500	6	May & Nov.	"	1883	....
Tennessee State Loan.....	800,000	7	Feb. & Aug.	New York.	1902	....	New York Central & Hudson R.:	592,000	6	"	"	1883	98
Mississippi Valley & Western:							Debt Certificates (N.Y. Cent.)	162,000	6	"	"	1883	98
1st Mortgage \$2,000 p. m. in	2,000,000	7*	June & Dec.		1910	....	Bonds for debt assum'd (N.Y. C.)	2,431,000	6	June & Dec.	"	1887	102
Missouri, Iowa and Nebraska:							Bonds for R.R. Stocks ( " )	1,794,000	7	"	"	1885	111
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds for Real Estate ( " )	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	362,000	7*	June & Dec.	"	1903	....	2d Mort. (Hudson River) S. F.:	3,904,000	7	Jan. & July.	"	1903	117
1st Mort. (Tebos & Neosho) S. F.	10,418,900	7*	Feb. & Aug.	"	1904	....	1st Mort., coup. i for \$30,000,000	9,732,333	6*	"	London.	1903	....
Consol. Land Grant, skg fd gold	2,500,000	7	"	"	1905	....	1st Mort., Sterling for £2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
Additional Consol. Mort.....	600,000	7	"	"	1906	....	Consolidated Mortgage of 1863..	108,899	7	Jan. & July.	"	1881	....
Further Add. Consol. Mort.....							Sinking Fund Mortgage of 1861.	6,822,000	7	May & Nov.	"	1900	110
Missouri River, Ft. Scott & Gulf:	5,000,000	10	Jan. & July.	New York.	1889	50	Consolidated Mort. of 1872.....						
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	N. York, Housatonic & Northern:	249,000	7*	April & Oct.	New York.	1902	....
2d Mortgage.....							1st Mortgage, Kingston & Syracuse:	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Girard:							1st Mort. for \$4,000,000.....	1,059,000	6	April & Oct.	New York.	1875	101
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	New York, N. Haven & Hartford:	1,000,000	7	"	"	1903	....
2d Mortgage.....	300,000	8	"	New York.	1889	....	1st Mort. (N. Y. and N. Haven)						
Plain bonds.....	33,500	8	"	Savannah.	1887	....	1st Mort. (Hartford & Portchester)	8,000,000	7*	Jan. & July.	New York.	1894	....
Mobile and Montgomery:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1896	....
2d Mortgage.....	800,000	8	"	"	1900	....	3d Mort., Equipment.....	8,800,000	7	"	"	....	....
Mobile and Ohio:							1st Mort., (West. Extension)...	2,425,000	7	"	"	....	....
1st Mortgage Sterling.....	5,732,000	6*	May & Nov.	Mob. & Lond.	1883	....	Consolidated Mortgage.....	1,200,000	7	"	"	....	....
Interest bonds.....	1,532,000	8	"	Mobile.	'76-'83	....	New York, Providence & Boston:						
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Tennessee Subsidy Bonds.....	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Special Mort. (Galveston Br'h)	63,000	8	May & Nov.	Mobile.	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....	General Mort. for \$1,000,000.....	827,000	7	Jan. & July.	"	1899	....
Consol. Mort. for \$15,000,000.....		7*	Jan. & July.	N.Y. & Lond.	1904	....	Norfolk & Petersburg (A.M. & O.):						
Convertible 3 per cent. bonds...	847,975	8	M. J. S. & D.	New York.	....	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	157,000	7	"	"	1877	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
2d Mortgage.....	780,000	7	"	"	....	....	North Carolina:						
Income Mortgage.....	888,400	7	"	"	....	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Montgomery and Erie (Erie):							North Eastern (S. Car.):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	225,500	8	"	"	1899	....
Montgomery and Bufala:							North Missouri (St. L., K.C. & N.):	6,000,000	7	Jan. & July.	New York.	1895	90
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Pennsylvania:						
1st Mortgage not endorsed.....	350,000	8	June and Dec.	"	1900	....	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	102
Monticello and Port Jervis:							2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	106
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	104
Morris and Essex (D. L. & W.):							General Mortgage.....	456,500	7	Jan. & July.	"	1903	105
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	111	North Shore (Flush. N.S. & Cent):						
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	104	1st Mortgage.....	153,000	7	Feb. & Aug.	New York.	1887	....
Convertible bonds.....	383,000	7	Jan. & July.	"	1900	100	Northern Central:						
Construction bonds of 1871.....	640,000	7	Feb. and Aug.	"	1889	106	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	....	2d Mortgage S. F. Coupon.....	1,570,000	6	Jan. & July.	Baltimore.	1885	99
Special Mortgage.....	1,029,000	7	"	"	....	....	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	94
Consol. mort. for \$25,000,000 guar		7	June & Dec.	"	1915	102	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
Nashville, Chattanooga & St. Louis:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mort., endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	'74-'83	82	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	96
New Mortgage.....	5,800,000	7	"	"	1913	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Nashville and Decatur (L. & Nash.):							Consol. General Mort. S. F.....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	Northern New Jersey (Erie):						
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
Naugatuck:							Northern Pacific:						
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	1st Mort. on R.R. & lands gold..	30,097,600	7.3*	Jan. & July.	New York.	1900	10
Newark & New York (U. of N.J.):							Northwestern Virginia:						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	101
Newark, Somerset & Straitville:							Northwestern Union (C. & N.W.):						
1st Mortgage gold.....	860,000	7*	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	"	New York.	....	....
New Bedford:							Norwich & Worcester (B.H. & E.):						
1st Mort. (New Bed. & Taunton)	172,500	6	Jan. & July.	Boston.	1881	98	1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
New Issue for \$300,000.....	350,000	7	"	"	1894	107	Construction Bonds.....	150,000	7	"	"	1877	....
New Haven and Derby:							Nyack and Northern:						
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
New H., Middlet'n & Williman:							Ogdensburg and Lake Champlain:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1889	....	Equipment Mortgage.....	30,000	8	Jan. & July.	Boston.	1878	93
2d Mortgage.....	2,000,000	7	"	"	1881	....	Equipment Mortgage.....	200,000	8	"	"	1879	....
New Haven and Northampton:							Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	98
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Ohio and Mississippi:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	....	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	97
Holyoke and Westfield bonds.	200,000	7	"	"	1891	....	Consolidated S. F. Mortgage....	3,556,000	7*	"	"	1898	96
New Jersey Midland (N.Y. & O.M.):							Consolidated Mort., Sterling....	112,000	7*	"	London.	1898	....
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1885	....	2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	75
2d Mortgage.....	1,500,000	7*	"	"	1881	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
New Jersey and New York:							Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
1st Mortgage.....	800,000	7*	March & Sept.	N.Y. or Lond.	1893	....	1st Mort. (Springfield Division.)	\$,000,000	7	May & Nov.	"	1905	50
New Jersey Southern:							Old Creek and Allegheny River:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1889	23	1st Mortgage (J. C. R. R.).....	580,000	7	April & Oct.	Philadelphia.	1896	53
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	1st Mort. (Warren & Franklin).	1,500,000	7	Feb. & Aug.	"	1882	83
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....	1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	"	1890	....
Consol. Mort. for \$7,000,000.....	5,300,000	7	April & Oc.	"	1903	....	Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1898	91
Income Mortgage.....	760,000	7	"	"	1881	....							
New Jersey West Line:													
1st Mort. gold, for \$3,000,000...	\$,000,000	7*	May & N-v.	New York.	1900	....							
New London Northern (Cen. Vt.):													
1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	....							
2d Mortgage.....	500,000	7	June and Dec.	"	1892	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1876	100 1/2	Mortgage Loan, convertible ....	302,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds .....	32,000	5	"	"	1884	90	Loan of 1866 .....	400,000	6	April & Oct.	"	1876	....
Plain Bonds .....	458,000	6	April & Oct.	"	1875	....	Loan of 1867 .....	1,000,000	6	"	"	1887	....
Plain Bonds .....	1,388,000	7	Feb. & Aug.	"	1877	102	Loan of 1872 .....	500,000	6	"	"	1892	....
New Bonds for \$3,000,000 .....	1,192,000	7	March & Sept.	"	1894	108 1/2	Pickering Valley (Phila. & Rdg.) .....						
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881	....	1st Mortgage, guaranteed .....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Northwestern:							Pittsburg, Cin. & St. Louis (Pa.): .....						
1st Mort. Land Grant, Gold .....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	1st Mort. (Col. & Newark Div.) .....	775,000	7	Jan. & July.	Philadelphia.	1890	....
Omaha and Southwestern:							1st Mort. (Steub. & Ind.) conv. ....	3,000,000	6	Monthly.	New York.	1884	....
1st Mortgage \$20,000 p. m. ....	1,034,000	8	June & Dec.	Boston.	1896	93 1/2	Consol. Mortgage for \$10,000,000 ..	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	75
Orange, Alex. and Manassas—							Consolidated 2d Mortgage .....	5,000,000	7	April & Oct.	"	1913	....
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Ft. Wayne & Chicago:						
Oregon and California:							1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	112 1/2
1st Mortgage gold .....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	"	1912	....
Oswego Valley & Southern Kansas:							1st Mortgage (Series C) .....	875,000	7	March & Sept.	"	1912	....
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series D) .....	875,000	7	April & Oct.	"	1912	....
Oshkosh & Miss. (C. M. & S. P.): ..							1st Mortgage (Series E) .....	875,000	7	May & Nov.	"	1912	....
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series F) .....	875,000	7	June & Dec.	"	1912	....
Oswego and Rome (B. W. & O.):							2d Mortgage (Series G) .....	860,000	7	Jan. & July.	"	1912	107 1/2
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series H) .....	860,000	7	Feb. & Aug.	"	1912	....
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series I) .....	860,000	7	March & Sept.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series K) .....	860,000	7	April & Oct.	"	1912	....
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series L) .....	860,000	7	May & Nov.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series M) .....	860,000	7	June & Dec.	"	1912	....
1st Mortgage guar. by C. B. & Q.	1,194,000	8	Jan. & July.	N. Y. & Bost.	1900	99	3d Mortgage .....	2,000,000	7	April & Oct.	"	1912	101
Owensboro and Russellville:							Bridge (O. & P. R. R.) bonds .....	27,500	7	May & Nov.	Philadelphia.	1876	....
1st Mortgage for \$1,500,000 .....	1,500,000	8	Feb. & Aug.	New York.	1892	....	Construction bonds of Jan. 1, '70 ..	100,000	7	Jan. & July.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):							Equipment bonds .....	1,000,000	8	March & Sept.	"	1884	....
1st Mortgage gold .....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	94 1/2	Pittsburg, Va. and Charleston:						
2d Mortgage sinking fund .....	2,804,000	7	Jan. & July.	"	1891	81	1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	....
Income Bonds .....	1,500,000	7	Mar. and Sept.	"	1892	....	Pittsburg, Wash. & Baltimore:						
St. Louis County Debt .....	700,800	7	Monthly.	St. Louis.	1885	....	1st Mort. (Pittsb. & Conn'lsville) ..	4,000,000	7	Jan. & July.	Baltimore.	1898	93 1/2
Real Estate Bonds .....	800,000	8	May & Nov.	New York.	1892	....	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Carondelet Branch) .....	500,000	6 1/2	April & Oct.	"	1893	80	1st Mort. (Turtle Cr. Div. 104 m) ..	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Leav. Atch. & N. W.) ..	500,000	7	"	"	1889	....	Real Estate Mortgage .....	100,000	6	"	Baltimore.	1883	....
1st Mort. (Lex. & St. Louis) gold ..	900,000	6 1/2	June & Dec.	"	1890	....	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,800,000 .....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage gold for \$2,805,000 ..	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	Port Huron and Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000 ..	1,800,000	7	May & Nov.	New York.	1899	....
General Mortgage, sig. \$597,800 ..	2,888,820	7 1/2	April & Oct.	London.	1897	....	Portland & Ogdensburg (Me. & N. H.):						
Paris and Decatur:							1st Mort. (Maine Section) gold .....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage gold, S. F. ....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Consol. Mort. gold, for \$3,300,000 ..	3,300,000	6 1/2	May & Nov.	"	1901	....
Patterson and Newark (Erie):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed .....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage gold, for \$2,300,000 ..	2,300,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	....
Pekin, Line & Decatur (T. W. & W.):							Portland and Oxford Central:						
1st Mortgage, guaranteed .....	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage of 1863 .....	250,000	6	Jan. & July.	Portland.	1883	....
Pemberton & Hights (U. C. of N.):							Portland and Rochester:						
1st Mortgage guaranteed .....	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. (Portland Loan) skg f'd ..	700,000	6	Jan. & July.	Boston.	1887	....
Pennsylvan (Mich.) Railway:							1st Mortgage (equal lien) .....	350,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 1st series ..	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	2d Mort. (Portland Loan) .....	396,500	6	Mar. & Sept.	"	1891	....
1st Mortgage gold (S. F.) 2d series ..	979,000	7 1/2	"	"	1900	....	Port Royal (S. C.):						
Pennsylvania:							1st Mortgage gold, skg f'd .....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. (Harris' to Pittsb'g) .....	4,970,000	6	Jan. & July.	Philadelphia.	1880	106	1st Mort. gold, guar. by Ga. Co. ..	1,000,000	7 1/2	"	"	1889	....
General Mortgage (coup. & reg.) ..	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	102	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage .....	14,550,000	6 1/2	Jan. & July.	London.	1905	....	1st Mort. gold, guar. by Eastern R. R. ..	470,000	7	June and Dec.	Boston.	1893	81 1/2
State lien for \$7,500,000, skg f'd ..	5,201,875	5	April & Oct.	Philadelphia.	1875-90	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free .....	644,500	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage .....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage .....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage .....	1,983,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage .....	500,000	6	Jan. & July.	Providence.	1880	....
2d Mortgage .....	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds .....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1896	105	1st Mortgage gold .....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed .....	1,500,000	7	"	"	1900	....	Quincy and Palmyra:						
Peoria & Bureau Val. (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo. ..	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed .....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.): ..						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	60
1st Mortgage, traffic guarantee .....	590,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed .....	776,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. & tax free .....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed .....	650,000	7	March & Sept.	New York.	1882	....
Peoria and Rock Island:							2d Mort., Coupon, guaranteed .....	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free .....	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage .....	300,000	7	Jan. & July.	Troy.	1880	111
Perkolmen (Phila. and Rdg.):							2d Mortgage .....	150,000	7	"	"	1887	....
1st Mortgage, guaranteed .....	619,000	6	April & Oct.	Philadelphia.	1897	91	3d Mortgage .....	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Saratoga & Whitehall) ..	500,000	7	May and Nov.	"	1890	....
1st Mortgage (instalments) .....	341,500	8	Jan. & July.	New York.	1879-98	....	1st Mort. (Troy, Salem & Rutl.) ..	125,000	7	Jan. & July.	"	1894	....
2d Mortgage .....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	....
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 364 m.) ..	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund .....	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 94 m.) .....	300,000	6	"	"	1891	....	Virginia State guar. bonds .....	157,800	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.) .....	400,000	7	"	"	1900	....	1st Mort. (Piedmont Branch) .....	500,000	8	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern,						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							2d Mortgage (L.) currency.....	87,000	7	" " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" " "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.....	5,500,000	8*	" " "	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	" " "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg Pd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	104 1/2	2d Mortgage for \$200,000.....	177,560	7	March & Sept.	"	1884	....
1st Mortgage skg Pd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	90 1/2	1st Mort., endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	21,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	" " "	"	1884	72	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,183,500	6*	Jan. & July.	New York.	1888	80
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	91	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	....
2d Mort. ( " ).....	4,822,000	7*	May & Nov.	"	1897	50	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Brk).....	2,500,000	7*	June & Dec.	"	1895	...	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Calro, Ark. & Tex.).....	1,500,000	7*	" " "	"	1897	...	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & Northn:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	90 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000.....	993,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., sink. fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg Pd. con	1,000,000	7	" " "	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1898	....	South Western (Con. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscookee) conv.....	300,000	7	" " "	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" " "	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	245,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( do. ) R.R. & Lands.	8,500,000	7*	" " "	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	" " "	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Halem and Lowell (B. & L.):							Standen, Shefford and Chamblay:						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	....	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	56
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	86
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
Savannah, Griffin & North Ala.							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tobo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	" " "	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	66
Bhamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	52 1/2
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	89 1/2	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	45
Sheboygan and Fond du Lac:													



## AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	92
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	104
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	"	"	1890	105
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co...	300,000	6	"	"	1890	95
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	85
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	105
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	97 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	82
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							Western Union (Chl., M. & St. P.)						
1st Mortgage gold, tax free.....	27,236,000	6c	Jan. & July.	N. Y. & Bost.	96-99	103 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	97 1/2	West Jersey:						
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85 1/2
3d Mortgage Sinking Fund.....	12,000,000	8c	March & Sept.	New York.	1894	92	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	100
Omaha Bridge B'ds, strg \$500,000	2,500,000	8c	Apr. and Oct.	London.	1896	....	1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
Union Pacific (Central Div.):							1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....	2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	....	95
1st Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	Consolidated Mortgage.....	1,000,000	7	"	"	1899	102 1/2
Union Pacific, S. Br. (M.K. & T.):							West Wisconsin:						
1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	....	1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
Union & Titusville (O.C. & A. Riv.):							1st Mort. (Southern Extension).	640,000	7c	"	"	1902	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	White Water Valley:						
United N. J. R. R. & Canal Cos.:							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100	Wico Mico and Pocumoke:						
Sterling Loan £369,200 (U. Co's)	1,846,000	5c	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan £360,000 ( " )	1,800,000	6c	"	"	1894	....	Williamston and Tarboro':						
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....	Wilmington, Colum. & Augusta:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	65
Sterling S. F. £282,000 (C. & Am.)	1,310,000	6c	Feb. and Aug.	London.	1880	....	Wilmington and Reading:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	100	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	6c
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	98	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	10
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	103 1/2	Wilmington and Weldon:						
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....	Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Loan of '78 ( " )	450,000	6	"	"	1873	....	Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1890	90
Utah Central:							Wilmington and Western (Del.):						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Utah Southern:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	650,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	70
Utica and Black River:							2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Extension mortgage bonds.....	4,875,000	7c	June & Dec.	"	1906	....
Bonds of 1871 (2d issue)	575,000	7	"	"	1891	....	Wisconsin Central:						
Utica, Ithaca and Elmira:							1st M. L. G. gold S. F. \$25,000pm	4,595,000	7c	Jan. and July.	Boston.	1901	62
1st Mortgage gold, skg fund.....	25,000pm	7c	Jan. & July.	N. Y. & Lond.	1892	....	Worcester (Md.):						
Vermont Cent.—See Central Vt.							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Vermont and Massachusetts:							Worcester and Nashua:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	99 1/2	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	102	Plain Bonds.....	185,300	6	Various.	"	81-87	96
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	260,000	7	Apr. and Oct.	"	1893	107
Vicksburg and Meridian:							CANAL BONDS.						
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Chesapeake and Delaware:						
General 2d series (blue).....	850,000	7	"	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	80 1/2
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Ohio:						
4th series (not end.).....	1,141,706	7	Apr. and Oct.	"	1890	....	Sterling Loan guaranteed.....	4,375,000	5c	J. A. J. & O.	London.	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	118 1/2
Vineland:							Delaware Division (L.C. & N.):						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	95 1/2
Virginia & Tennessee (A.M. & O.):							Delaware and Hudson:						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	75	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	....
4th Mortgage.....	870,000	8	March & Sept.	"	1900	80	regis- 2d series, July 1, 1889	3,500,000	7	Jan. and July.	"	1884	109
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	108 1/2
Funded Interest.....	225,300	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	107
Income Mortgage (fundable).....	93,500	8	"	"	1866	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Wallkill Valley (Erie):							Lehigh Coal and Navigation:						
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York.	1901	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	90 1/2
Warren (D. L. & W.):							Convertible Bonds.....	692,100	6	"	"	1882	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Loan, gold.....	854,000	6c	March & Sept.	"	1894	106 1/2
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	"	1884	103
Warren & Franklin (O.C. & A. Riv.):							1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	101 1/2
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	82	Mortgage (equip.) Loan, gold....	4,916,500	6c	June & Dec.	"	1897	103 1/2
Warwick Valley (Erie):							Consolidated Mortgage.....	199,000	6	"	"	1911	....
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1893	....	Monongahela Navigation:						
Washington City, Va. Mid. & Gt. So.							1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	75 1/2	Morris (and Banking):						
2d Mort. ( " )	350,000	7	"	"	1891	....	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	101
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	90	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	75	Boat Loan, sinking fund.....	226,965	7	Apr. and Oct.	"	1899	101
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	74	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	59	Pennsylvania:						
Funded Coupons (do.)	722,664	....	"	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70





[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See article on page 755, "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "v."

Abstract of General Balance Sheet.										Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.															
										Rolling Stock.		Accounts and Assets.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Par.		P.e.			
										Railroad.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		M.		M.		M.		M.		M.	
										Car.		Freight.		B. M. E.		Pass.		Engines.		Railroad in progress.		Branch Line.		Main Line.		M.		M.		M.		M.	
Jan. 30, 1874	111.0	5.5	5.5	8	5	4	310	Gilman, Clinton & Springfield, Ill.	4,083,167	380,630	.....	2,000,000	2,000,000	584,266	.....	111.0	.....	.....	.....	264,067	88,661	100	100	100	100	100	100	100	100	100			
Feb. 28, 1875	14.8	0.6	0.6	58	15	101	127	Gilman, Clinton & Springfield, Ill.	200,901	.....	.....	2,000,000	2,000,000	584,266	.....	111.0	.....	.....	.....	264,067	88,661	100	100	100	100	100	100	100	100	100			
Dec. 31, 1873	331.0	25.0	25.0	58	15	101	127	Gilman, Clinton & Springfield, Ill.	200,901	.....	.....	2,000,000	2,000,000	584,266	.....	111.0	.....	.....	.....	264,067	88,661	100	100	100	100	100	100	100	100	100			
Dec. 31, 1873	83.0	3.5	3.5	6	2	225	Grand Rapids and Indiana, Mich.	10,984,911	10,984,911	96,089	183,940	2,800,000	8,000,000	471,099	.....	448.5	1,005,389	464,140	368,478	1,120,402	83,548	100	100	100	100	100	100	100	100	100			
Jan. 30, 1874	94.0	7.1	7.1	6	2	225	Grand Rapids and Indiana, Mich.	10,984,911	10,984,911	96,089	183,940	2,800,000	8,000,000	471,099	.....	448.5	1,005,389	464,140	368,478	1,120,402	83,548	100	100	100	100	100	100	100	100	100			
Jan. 30, 1874	24.1	6.8	6.8	6	2	225	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100				
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,460	.....	600,000	1,600,000	721,960	.....	24.1	.....	.....	.....	.....	108,405	603,905	100	100	100	100	100	100	100	100			
Jan. 31, 1873	229.0	39.0	39.0	422	274	84	575	Grand Tower and Carbonate, Ill.	604,600	117,4																							



[illegible]

## RAILROAD SHARE LIST, INCLUDING Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

\* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Years ending	Railroad		Rolling Stock		Property and Assets		Liabilities		Operations		Earnings		Value of Shares		
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	Freight.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P. C.
Dec. 31, 1874	1,853.0	519.0	654.9	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1873	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1872	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1871	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1870	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1869	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1867	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1866	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1865	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1864	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1863	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1862	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1861	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1860	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1859	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1858	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1857	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1856	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1855	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1854	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1853	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1852	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1851	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1850	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1849	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1848	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1847	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1846	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1845	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1844	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1843	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1842	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1841	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1840	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1839	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1838	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1837	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1836	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1835	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1834	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1833	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1832	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1831	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1830	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1829	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1828	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1827	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1826	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1825	1,773.0	415.0	570.0	—	—	—	—	—	—	—	—	—	—	—	—



1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	Price.	
<b>RAILROAD STOCKS:</b>					
Atlantic and Great Western, pref. ....	10,000,000	7	7	15	
Atlantic, Mississippi and Ohio, pref. ....	800,000	7	7	15	
Atlantic, Mississippi and Ohio, guar. ....	276,200	7	7	15	
Atlantic and Pacific, preferred ....	10,000,000	7	7	15	
Atlantic and St. Lawrence, guar. ....	3,994,900	4	4	102½	
Baltimore and Ohio, preferred ....	3,552,800	6	6	102½	
Berkshire, guaranteed ....	600,000	7	7	102½	
Bloesburg and Corning, guaranteed ....	260,000	6	6	78	
Boston, Concord and Montreal, pref. ....	800,000	6	6	78	
Buffalo, New York and Erie, guar. ....	950,000	7	7	84	
Catawissa, pref. and guar. ....	1,159,500	7	7	84	
Camden and Amboy, guaranteed ....	5,847,800	10	10	130½	
Camden and Atlantic, preferred ....	838,469	7	7	108	
Cayuga and Susquehanna, guar. ....	589,110	9	9	108	
Cedar Rapids and Missouri River, preferred and guaranteed ....	769,600	7	7	108	
Central of New Jersey, guar. ....	20,000,000	10	10	108	
Central Ohio, preferred ....	411,550	6	6	89½	
Chemung, guaranteed ....	380,000	6	6	89½	
Chester, preferred ....	2,195,200	7	7	89½	
Chicago and Alton, preferred ....	2,425,400	10	10	106	
Chicago, Iowa & Nebraska, guar. ....	3,916,300	8	8	89½	
Chicago and North-Western, pref. ....	21,484,113	7	7	83	
Cino, Sand and Cleveland, pref. ....	429,000	6	6	66	
Cleveland and Mahoning, guar. ....	2,059,200	7	7	88	
Cleveland and Pittsburgh, guar. ....	11,236,150	7	7	88	
Cumberland Valley, 1st preferred ....	241,900	8	8	88	
" 2d preferred ....	243,000	8	8	88	
Dayton and Michigan, pref. & guar. ....	922,400	8	8	88	
Delaware, guaranteed ....	1,315,390	6	6	61	
Detroit and Milwaukee pref. & guar. ....	2,517,140	6	6	61	
Dubuque and Sioux City, guar. ....	5,000,000	3	3	61	
Dubuque South-Western, pref. ....	590,315	8	8	60	
Eastern (N. H.), preferred ....	492,500	6	6	60	
Elmira, Jeff. and Canad., guar. ....	500,000	5	5	80	
Elmira & Williamst., pref. & guar. ....	500,000	7	7	80	
" com. & guar. ....	500,000	5	5	80	
Erie Railway, preferred ....	8,536,910	7	7	24½	
Erie and Pittsburgh, guar. ....	2,000,000	7	7	24½	
Kavanaugh and Crawfordville, pref. ....	100,000	7	7	24½	
Hannibal and St. Joseph, pref. ....	2,167,700	7	7	24½	
Harrisburg and Lancaster, guar. ....	1,182,550	7	7	104	
Housatonic, preferred ....	1,180,000	8	8	98½	
Huntington & Broad Top Mtn, pref. ....	190,750	7	7	28	
Jeff. Mad. & Indianapolis, guar. ....	2,000,000	7	7	98	
Joliet and Chicago, guar. ....	1,500,000	7	7	98	
Joliet and Northern Indiana, guar. ....	300,000	8	8	98	
Little Miami, Col. and Xenia, guar. ....	6,384,450	8	8	98	
Louisv., Cincinnati and Lex. pref. ....	851,000	9	9	15	
Marquette and Cincinnati, 1st pref. ....	8,101,650	6	6	7½	
" 2d pref. ....	4,436,250	6	6	7½	
Mich. Southern, (Lake Shore) guar. ....	533,500	10	10	111	
Mill Creek, guaranteed ....	323,375	10	10	111	
Milwaukee and St. Paul, preferred ....	12,274,483	7	7	54½	
Mine Hill, guaranteed ....	3,856,430	8	8	106	
Montclair, guaranteed ....	2,000,000	7	7	103½	
Morris and Essex, guar. ....	15,000,000	7	7	103½	
Nequehoning Valley, guar. ....	2,000,000	10	10	111	
Newark and New York, guar. ....	1,000,000	7	7	103½	
Newcastle and Beaver Valley, guar. ....	605,000	10	10	130	
New Jersey, guaranteed ....	7,295,200	10	10	130	
New London Northern, guar. ....	971,400	10	10	105	
New York & Harlem, pref. & guar. ....	1,500,000	8	8	128	
" com. & guar. ....	8,500,000	8	8	124	
Niagara Br. & Canandaigua, guar. ....	1,000,000	6	6	8	
North Eastern (S. C.), preferred ....	105,000	8	8	132½	
Norfolk and Worcester, guar. ....	2,823,400	10	10	132½	
Ogdensburg & Lake Champlain, guar. ....	3,077,000	7	7	38½	
" pl. & guar. ....	2,000,000	8	8	38½	
Ohio and Mississippi, preferred ....	4,030,000	7	7	46	
Oswego and Syracuse, guar. ....	1,144,400	9	9	9	
Panama, guaranteed ....	7,000,000	12	12	131	
Paterson and Hudson, guar. ....	630,000	8	8	84	
Pemberton and Hightstown, guar. ....	342,000	6	6	8	
Peoria and Bureau Valley, guar. ....	1,200,000	8	8	8	
Philadelphia and Erie, preferred ....	2,400,000	12	12	188	
Phila. Germantown & Norristown, guar. ....	2,231,900	12	12	110½	
Philadelphia and Reading, pref. ....	1,551,887	10	10	130	
Philadelphia and Trenton, guar. ....	1,259,100	10	10	97½	
Pittsburg, Ft. Wayne & Chic., guar. ....	22,214,285	7	7	108½	
Portland, Saco & Portsmouth, guar. ....	450,000	5	5	86	
Portland, Saco & Portsmouth, guar. ....	1,500,000	10	10	108½	
Rochester & Genesee Valley, guar. ....	557,560	7	7	20	
Rutland, preferred and guaranteed ....	4,300,000	7	7	25½	
St. Louis, Alton & Terre Haute, guar. ....	2,408,400	7	7	38	
St. Louis, Jacksonv. & Ch., pf. & guar. ....	1,054,100	7	7	38	
St. Louis, Kansas City & Nor., pref. ....	12,000,000	5	5	6	
St. Louis Valley, guaranteed ....	576,000	5	5	6	
Shenandoah V. & Potomac, guar. ....	869,450	6	6	7	
Toledo, Peoria & Warsaw, 1st pref. ....	1,700,000	7	7	18	
" 2d pref. ....	1,000,000	7	7	18	
Wabash, Wabash and Western, pref. ....	1,000,000	7	7	96½	
Warren, guaranteed ....	1,800,000	7	7	96½	
<b>CANAL STOCKS.</b>					
Detroit and Erie, guar. ....	1,633,350	8	8	128	
Delaware and Raritan, guar. ....	5,847,500	10	10	128	
Morris, preferred and guar. ....	1,175,000	10	10	128	
" com. and guar. ....	1,695,000	4	4	63	
Buyit Navigation preferred ....	2,808,977	6	6	30	

## WHOLESALE PRICE CURRENT.

<b>IRON-DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch-Cottess.....per ton 20 @ 21 --	
Gartsherrrie.....29 @ 21 --	
Summerlee.....29 @ 21 --	
Carnbroe.....29 @ 21 --	
Langloan.....29 @ 21 --	
Glengarnock.....32 @ 21 --	
Eglinton.....29 @ 30 --	
Pig, American, No. 1.....26 @ 28 --	
Pig, American, No. 2.....24 @ 26 --	
Pig, American, Forge.....23 @ 25 --	
Bar, Refined, English and American.....@ 110 --	
Bar, Swedes, assorted sizes.....(gold) @ 110 --	
<b>STORE PRICES.</b>	
Bar, Swedes, ordinary sizes.....@ 140 --	
Bar, Swedes, Plow sizes.....@ 140 --	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....62 50 @ 65 --	
Bar Refined, 1½ to 6 by 1½ & 5-16 in.....67 50 @ 70 --	
Bar Refined, 1½ by 1½ & 5-16.....67 50 @ 70 --	
Large Rounds, 2½ to 3½ @ 4 in.....72 50 @ 82 50	
Scroll.....80 @ 125 --	
Ovals and Half-round.....75 50 @ 90 --	
Band, 1 to 6 in. by 3-16 to No. 12.....75 50 @ 80 --	
Horse Shoe.....90 @ 95 --	
Rods, 1 to 16 inch.....67 50 @ 115 --	
Hoop, 1 to No. 22 to 1½ by 13 & 14.....87 50 @ 135 --	
Nail Rod.....7½ @ 8 --	
Sheet Russia, as to assortment.....(gold) @ 14½ --	
Sheet, Single, D. and T. Common.....4½ @ 44 --	
Sheet, Doubles and Trebles, Charcoal.....54 @ 54 --	
Sheet Galvanized 1st and 2d quality, List 20 @ 35 p. ct. disc.	
Rails, English.....(gold) per ton 60 @ --	
Rails, American, at Works in Penna., c'y. 48 @ 50 --	
<b>STEEL-DUTY:</b> Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. 14½ @ 17 --	
English Spring (2d and 1st quality).....9 @ 14 --	
English Machine (2d and 1st quality).....104 @ 11 --	
English Machinery.....104 @ 11 --	
American German (2d and 1st quality).....@ 9 --	
American Bilster.....@ 9 --	
American, Cast, Tool.....@ 10 --	
American, Cast Spring.....@ 11 --	
American Machinery.....@ 11 --	
American German Spring.....@ 11 --	
<b>NAILS-DUTY:</b> Cut, 14; Wrought, 21. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fence & Sheath per keg. 3 25 @ 3 50	
8d. and 9d. " 3 50 @ 3 75	
6d. and 7d. " 3 75 @ 4 --	
4d. and 5d. " 4 @ 4 25	
3d. and 4d. Light.....4 75 @ 5 --	
3d. Fine.....5 50 @ 5 75	
2d.....6 25 @ 6 50	
Cut Spikes, all sizes.....3 50 @ 3 75	
<b>TIN-DUTY:</b> Pig, Bars and Block, FINE; Plate and Sheets and Terne Plates, 1-10 cents per pound.	
Blanca.....(gold) per lb. 23½ @ 23½	
Strait.....(gold) 18 @ 19 --	
English, L. & F.....(gold) 18½ @ 19 --	
English, Refined.....(gold) 19 @ 19 --	
Plates—Fair to good brands.....@ 8 37½ @ 8 62½	
I. C. Charcoal.....6 87½ @ 7 25	
I. C. Coke.....6 75 @ 7 12½	
Coke Terne.....7 50 @ 8 --	
Charcoal Terne.....7 50 @ 8 --	
<b>PETROLEUM-DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk).....6½ @ --	
Crude 40@47 gravity (in shipping order).....10 @ --	
Refined, Standard White (in ship's order).....12½ @ --	
Refined, S. W. (in jobbing lots).....13½ @ --	
Refined, S. W. (in tin).....17 @ 19 --	
Naptha, Refined (65@73 gravity).....8½ @ 9 --	
Residuum.....(in shipping order) per gall. @ 8 --	
<b>COPPER-DUTY:</b> Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. @ 30 --	
Copper, Bolts.....@ 31 --	
Copper, Braziers' (over 16 oz.).....@ 31 --	
Copper, Nails.....38 @ 39 --	
Copper, Old Sheathing, &c., mixed lots.....19 @ 21 --	
Copper, American Ingot Lake.....22½ @ 23 --	
Copper, English Pig.....@ 24 --	
Yellow Metal, New Sheathing & bronze.....@ 21 --	
Yellow Metal, Bolts.....@ 28 --	
Yellow Metal, Nails, Sheathing & Slatting.....21 @ 22 --	
<b>LEAD-DUTY:</b> Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 6 87½ @ --	
German Ordinary.....(gold) 6 87½ @ --	
English.....(gold) @ 7 --	
Foreign Refined.....(gold) 7 12½ @ 7 25	
Domestic.....(gold) 5 90 @ 6 --	
<b>COAL-DUTY:</b> Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FINE; other, 40 cents per 28 bushels of 50 lb. to the bushel.	
Liverpool Gas Cannel.....12 @ --	
Liverpool House Cannel.....17 @ --	
Anthracite (by cargo) per ton of 2,000 lb. 5 25 @ 6 50	

## New York Stock Exchange.

Actual Sale Prices for the week ending June 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Atlantic & Pacific pref. ....	23	23½	23½	23½	23½	23½
Atlantic & Pacific Tel. ....	103½	104	104	104	104	104
Central Pacific 6s. ....	103½	104	104	104	104	104
Central of N. Jersey.....108½	108½	108½	108½	108½	108½	108½
1st mort. ....	111½	111½	111½	111½	111½	111½
7s. consol. ....	105½	105½	105½	105½	105½	105½
7s. conv. ....	107	107	107	107	107	107
Chicago & Alton.....102	102½	102½	102½	102½	102½	102½
pref. ....	106	106	106	106	106	106
1 M. ....	113	113	113	113	113	113
S. F. ....	115	115	115	115	115	115
Inc. bds. ....	115	115	115	115	115	115
Chicago, Burl. & Q.....113	113	113	113	113	113	113
7s. ....	108½	108½	108½	108½	108½	108½
Chic., Mil. and St. Paul. 3½	83½	83½	83½	83½	83½	83½
pref. ....	55	55	55	55	55	55
8s. ....	94½	94½	94½	94½	94½	94½
7-10s. con. ....	130	130	130	130	130	130
7s. gold. ....	102½	102½	102½	102½	102½	102½
Consol. 7s. ....	102½	102½	102½	102½	102½	102½
Chic. & Northwestern. 40½	39½	40½	39½	38½	38½	38½
pref. ....	54½	54½	54½	54½	54½	54½
1st M. ....	104	104	104	104	104	104
S. F. ....	94½	94½	94½	94½	94½	94½
Consol. ....	82½	82½	82½	82½	82½	82½
gold. ....	82½	82½	82½	82½	82½	82½
Chic., Rock Isl. & Pac. 102½	103	103½	103	103	103	102½
7s. 1896. 111	111	111	111	111	111	111
Clev., Col., C. and Ind. ....	106	106	106	106	106	106
1st Mort. ....	106	106	106	106	106	106
Clev. & Pittsburg guar. 89	83	87½	87½	87½	87½	89
7s. Consol. ....	105½	105½	105½	105½	105½	105½
4 M. ....	100	100	100	100	100	100
Col., Chi. & Ind. C. ....	4½	4½	4½	4½	4½	4½
1 M. ....	49½	49½	49½	49½	49½	49½
2 M. ....	60	60	60	60	60	60
Del. & Hudson Canal. 110½	110½	110½	110½	110½	110½	110½
7s. 1894. ....	117½	117½	117½	117½	117½	117½
Del. Lack. & Western. 115	117½	117½	117½	117½	117½	117½
1 M. ....	117½	117½	117½	117½	117½	117½
2 M. ....	117½	117½	117½	117½	117½	117½



## New York Stock Exchange.

Actual Sale Prices for the week ending June 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9.

FEDERAL STOCKS:—					
U. S. 6s, 10-40s, reg.	117½	117½	117½	117½	117½
U. S. 6s, 10-40s, coup.	118½	118½	118½	118½	118½
U. S. 6s, 1881, reg.	118	117½	117½	117½	117½
U. S. 6s, 1881, coup.	117½	118½	118½	118½	118½
U. S. 6s, 1881, reg.	120½	121½	121½	121½	121½
U. S. 6s, 1881, coup.	125½	125½	125½	125½	125½
U. S. 6s, 5-20s, reg. '62.	118½	118½	118½	118½	118½
U. S. 6s, 5-20s, c. 1862.	118½	118½	118½	118½	118½
U. S. 6s, 5-20s, reg. '64.	118½	118½	118½	118½	118½
U. S. 6s, 5-20s, c. 1864.	119	119	118½	118½	118½
U. S. 6s, 5-20s, reg. '65 120	122½	122½	122½	122½	122½
U. S. 6s, 5-20s, c. 1865 121½	122½	122½	122½	122½	122½
U. S. 6s, 5-20s, r. n. '65	123½	123½	123½	123½	123½
U. S. 6s, 5-20s, c. n. '65 123½	123½	123½	123½	123½	123½
U. S. 6s, 5-20s, reg. '67 120	124½	125½	125½	125½	125½
U. S. 6s, 5-20s, c. 1867	124½	125½	125½	125½	125½
U. S. 6s, 5-20s, reg. '68	124½	124½	124½	124½	124½
U. S. 6s, 5-20s, c. '68	124½	124½	124½	124½	124½
U. S. 6s, Pac.R.R. issue.	122½	122½	122½	122½	122½

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8.

Catawissa preferred	42	42	42	42	42
.. 7s, new	105½	105½	105½	105½	105½
Camden and Amboy	105½	105½	105½	105½	105½
.. 6s, 1875	105½	105½	105½	105½	105½
.. 6s, 1883	105½	105½	105½	105½	105½
.. 6s, 1889	105½	105½	105½	105½	105½
.. mort. 6s, '89 103½	103½	103½	103½	103½	103½
Elmira & Williamsport	24	24	24	24	24
.. pref.	103½	103½	103½	103½	103½
.. 7s	103½	103½	103½	103½	103½
Lehigh Navigation	49½	49½	49½	49½	49½
.. 6s, 1884	103	103	103	103	103
.. Gold L.	101½	101½	101½	101½	101½
.. R. R. L.	101½	101½	101½	101½	101½
.. Conv. G. L. 105½	101½	101½	101½	101½	101½
Lehigh Valley R.R.	62½	64	63½	63½	64
.. 6s new coup.	103	103	103	103	103
.. 6s new reg. 103½	103	103	103	103	103
.. 7s	109	109	109	109	109
Little Schuylkill R.R.	109	109	109	109	109
.. 7s	109	109	109	109	109
Minchill	53	53	53	53	53
Morris Canal	53	53	53	53	53
.. pref.	106	106	106	106	106
North Pennsylvania	106	106	106	106	106
.. 6s, 1885	106	106	106	106	106
.. 7s	106	106	106	106	106
.. 10s, 1887	106	106	106	106	106
Northern Central	27	27	27	27	27
Oil Creek & Alleg. Riv.	9½	9	8½	8½	7½
.. 7s	49½	49½	49½	49½	49½
Pennsylvania R.R.	49½	49½	49½	49½	49½
.. 1st M.	106	106	106	106	106
.. 2d M.	106	106	106	106	106
.. Gen. mort.	103	103	103	103	103
.. reg.	102½	102½	102½	102½	102½
Penn. State 6s, 2d series	108½	108½	108½	108½	108½
.. 6s, 3d series 112	112	112½	112½	112½	112½
Philadelphia City, 6s	105½	105½	105½	105½	105½
.. new 105½	105½	105½	105½	105½	105½
Philad. Germ. & Nor.	94	94	94	94	94
Phila. & Reading	53½	53½	53½	53½	53½
Philadelphia and Erie	20½	20½	20½	20½	20½
.. 6s	90½	90½	90½	90½	90½
.. 7s	92½	92½	92½	92½	92½
Phila. Wilm. & Balt.	59½	59½	59½	59½	59½
Schuylkill Navigation	14	14	14	14	14
.. pref.	82½	82½	82½	82½	82½
.. 6s, 1882	82½	82½	82½	82½	82½
.. 6s, 1876	82½	82½	82½	82½	82½
.. 6s, 1872	130½	130½	130½	130½	130½
United Co. of N. Jersey	129½	130	130	130	130
Hestonville, (Horse)	26½	26½	26½	26½	26½
Chestnut & Wal.	90	90	90	90	90
Green and Coates	75	75	75	75	75
2d and 3d streets	75	75	75	75	75
Spruce and Pine	36	36	36	36	36
13th and 15th sts.	36	36	36	36	36

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 8.

W.2. Th.3. F.4. Sat.5. M.7. Tu.8.

Baltimore City 6s, 1875 102	102	102	102	102	102
.. 1886	104	104	104	104	104
.. 1890	103½	104	103½	103½	103½
.. 1884	103½	103½	103½	103½	103½
.. 1900	102½	103½	103½	103½	103½
Balt and Ohio	103½	103½	103½	103½	103½
.. bonds, 1875	103½	103½	103½	103½	103½
.. 1880	103½	103½	103½	103½	103½
.. 1885	103½	103½	103½	103½	103½
Central Ohio	90½	90½	90½	90½	90½
.. 1st mort.	100½	100½	100½	100½	100½
Marletta & Cin. 1st M.	93	93	93	93	93
.. 2d M.	93	93	93	93	93
.. 3d M. 8s	78½	78½	78½	78½	78½
Northern Central	94½	94½	94½	94½	94½
.. bonds, 1885	94½	94½	94½	94½	94½
.. 1900	94½	94½	94½	94½	94½
Pittab. & Connellav. 7s	93	93	93	93	93
N. W. Va. 3d mort.	58	58	58	58	58
Virginia 6s, Consol.	58	58	58	58	58
.. Defer. Certif.	58	58	58	58	58
City Passenger R.R.	58	58	58	58	58

## Boston Stock Exchange.

Actual Sale Prices for the week ending June 9.

Th.3. F.4. Sat.5. M.7. Tu.8. W.9.

Boston and Albany	138½	138½	138½	138½	138½
Boston and Lowell	138½	138½	138½	138½	138½
Boston and Maine	119½	119½	119½	119½	119½
Boston and Providence	154½	154½	154½	154½	154½
Boston, Hartford & Erie	25½	25½	25½	25½	25½
.. 7s	25½	25½	25½	25½	25½
Cheshire, pref.	114	114	114	114	114
Chi., Burl. and Quincy	114	114	114	114	114
Concord	114	114	114	114	114
Connecticut River	114	114	114	114	114
Eastern	62	62	62	62	62
Fitchburg	121½	121½	121½	121½	121½
Manchester & Law're	63	64	66	67	66
Michigan Central	63	64	66	67	66
Northern, N. H.	94	94	92	92	92
Ogdens. & Lake Champ.	83	83	83	83	83
.. pref.	83	83	83	83	83
Old Colony	114	114	114	114	114
Ph., Wtl. & Baltimore	59½	59½	59½	59½	59½
Port'd, Saco & Ports	108½	108½	108½	108½	108½
Union Pacific	100½	100½	100½	100½	100½
.. 6s	96	96	96	96	96
.. Land Grant 7s	96	96	96	96	96
.. S. F. 8s	90	89½	89½	89½	89½
Vermont and Canada	94	94	94	94	94
Vermont and Mass.	94	94	94	94	94
South Boston (Horse)	94	94	94	94	94
Cambridge	94	94	94	94	94
Metropolitan	57½	57½	57½	57½	57½
Middlesex	57½	57½	57½	57½	57½
Central Mining Co.	152	152	152	152	152
Calumet and Hecla	152	152	152	152	152
Copper Falls	10	10	10	10	10
Franklin	41	41	41	41	41
Quincy	41	41	41	41	41

## London Stock Exchange.

Closing Prices.

	May 21.	May 28.
Atlantic & Gt. W. 1st mort.	35 - 37	28 - 30
Do. 2d mort.	16 - 18	12 - 14
Do. 3d mort.	8 - 9	6½ - 7½
Do. Con. mort. B'nde Bisch's Cert.	9 - 11	7 - 9
Do. Leas. Lines, Rental Bonds	53 - 58	50 - 55
Do. 1873	23 - 28	23 - 28
Do. S. p. c. Scrip. West. Exten.	—	—
Detroit & Milwaukee 1st mort. Bonds	45 - 55	45 - 55
Do. 2d do.	45 - 55	45 - 55
Erie shares 100 dol. all paid.	20 - 20½	15½ - 16
Do. Convertible Gold Bonds	54 - 55	44 - 46
Do. 6 per cent Convertible Bonds	93 - 95	85 - 88
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	84 - 86	80 - 82
Illinois Central \$100 shares all paid.	90½ - 91½	89 - 90
Do. Redemption mort. bonds p. c.	—	—
Illinois & St. Louis Bridge 1st mort.	94 - 96	93 - 95
Marietta and Cincinnati Rail. Bonds	97 - 100	97 - 100
Michigan Central 8s 1882, conv.	—	—
New York Central, 100 dols. shares	93 - 94	92 - 93
Panama General mort.	96 - 98	96 - 98
Pennsylvania, General mort.	103 - 104	103 - 104
Do. \$50 shares	44 - 45	43 - 44
Philadelphia and Erie 1st mort.	96 - 98	96 - 98

## American Railroad Journal.

Saturday, June 13, 1875.

## Financial and Commercial Affairs.

The ease in Money to responsible borrowers continues. The requirements of the commercial classes are on a moderate scale, and strictly prime to choice mercantile paper is scarce and readily taken up in the discount line at from 3½ to 5½ per cent on short date notes. The reports from England of failures, and the local instances of trouble in the same line, have not been deemed of sufficient importance to lead to any disturbance of the market. London advices are of an ample offering of Money there at 3½ to 3¾ per cent, with a steady, moderate gain of bullion on the part of the Bank of England. The speculative inquiry for aid here has been fairly active, but not equal to the absorption of the large floating balances, and call loans rates have been ruling low—generally 2 to 3 per cent to the leading Street houses. The City Banks show a further increase of net aggregate reserves, as against liabilities. The U. S. Sub Treasury lost slightly in its specie hoard, and rather heavily in its specie hoard. The City banks last week augmented their reserve of legal tender notes \$1,260,400, and their deposit

item \$538,200, while diminishing their specie average \$827,400. They report an increase of \$4,700 in the loans and discounts, and a falling off of \$130,300 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$47,440,042 against \$47,453,602, the preceding week; and a coin hoard of \$50,991,672, against \$53,086,967, on the previous return. The City bank exchanges in currency during the week, were \$482,022,125, or a daily average of \$96,404,425. The customs revenue of the port, during the week, was \$1,582,000. The City banks reported their average of gold last week at \$10,655,200, and their greenback average at \$64,632,300. Their deposits stood at \$238,424,100. The loan item was \$281,401,200. The circulation was \$19,790,800.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$16,931,475.

The aggregate of the outstanding U. S. currency, of all denominations, June 1, was \$421,257,541. The outstanding amount of legal tender notes is \$377,064,000. The National bank circulation is now \$350,780,279.

The U. S. Treasury balances on Tuesday were as follows: Currency, \$4,380,221; special deposit of legal tenders for redemption of certificates of deposit, \$57,030,000; coin, (including \$19,863,600 in coin certificates,) \$84,027,355.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$5,904,607.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been 104 millions, or equal to about 2 1-6 millions a week, which make the aggregate for the whole of the current fiscal year now drawing to a close, nearly 111 millions.

The specie exports from San Francisco, Jan. 1 to May 27, were \$18,624,881, against \$10,526,

values. The railway conflict has been used against the market, with much effect.

U. S. Sixes of 1881 closed on Wednesday of this week at 125 $\frac{1}{4}$ @126; U. S. Five-Twenties of 1862, at 118 $\frac{1}{4}$ @118 $\frac{1}{2}$ ; U. S. Five-Twenties of 1864 at 118 $\frac{3}{4}$ @119; U. S. Five-Twenties of 1865 122 $\frac{1}{2}$ @122 $\frac{3}{4}$ ; U. S. Five-Twenties of 1865 consolidated, 123 $\frac{1}{2}$ @124 $\frac{1}{2}$ ; U. S. Five-Twenties of 1867, 125 $\frac{1}{2}$ @125 $\frac{1}{4}$ ; U. S. Five-Twenties of 1868, 124 $\frac{1}{4}$ @125; U. S. Ten-forties at 119 $\frac{1}{4}$ @119 $\frac{1}{2}$ ; U. S. Fives of 1881, (Funding Loan) 118 $\frac{1}{2}$ @118 $\frac{1}{4}$ ; Six per cent. currency Sixes from 122 $\frac{1}{2}$ @122 $\frac{3}{4}$ .

Free dealings in domestic produce, more especially in Breadstuffs, have been the feature of general business. Values, however, have been quite variable throughout. Grain closed stronger, on an active, export movement. Flour, Cotton, Provisions, Petroleum, Naval Stores, Hides and Leather, easier in price. Groceries held with more confidence. A limited trade has been noted in Hardware, Boots and Shoes, and Dry Goods. Metals have been very moderately sought after, and have been depressed in price. Eglington Pig Iron quoted at \$30; Glengarnock, \$31@32; Coltness, \$30@31; No. 1 American Pig at \$25@28; No. 2 do. at \$23@26; Forge, \$21@25; English Rails at \$48@50, gold; American Rails at works, \$48@50; Old Rails, \$26 50@27, with sales of 500 tons at \$26 50. Wrought Scrap, \$32@34. Ocean freights have been more active, and rates have further advanced, but the later movements indicated renewed depression.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Central Pacific 1st mort., San Joaquin Branch, 92 $\frac{3}{4}$ ; do. California and Oregon Branch, 94; do. State Aid bonds, 110; Pacific R. R. 7s, guar. by Mo., 103; North Missouri 1st mort., 90 $\frac{3}{4}$ ; Albany and Susq. R. R., 103; do. 2d mort., 104; Louisville and Nashville 7s, consol., 1898, 88; Toledo, Peoria and Warsaw 1st mort., Eastern div., 66; do. Western div., 52 $\frac{1}{2}$ ; Morris and Essex 7s, consol., 102 $\frac{3}{4}$ ; Delaware and Hudson Canal reg. 7s, 1884, 109; Rome, Watertown and Ogdensburg 7s, consol., 91; Burlington, Cedar Rapids and Minnesota 1st mort., 30 $\frac{1}{2}$ ; Galena and Chicago 1st mort., 106 $\frac{1}{2}$ ; Chicago, Burlington and Quincy 8s, 117; Western Pacific R. R. bonds, 97 $\frac{1}{4}$ ; Mil. and St. Paul 1st mort., La C. div., 90 $\frac{1}{4}$ ; do. C. and M. div., 85; do. I. and M. div., 80; Cleveland and Toledo 7s, new, 103 $\frac{1}{2}$ ; Detroit, Monroe and Toledo 1st mort., 101 $\frac{1}{4}$ ; Bellville and Southern Illinois 1st mort., 94; New York and New Haven 6s, 101 $\frac{3}{4}$ ; International 1st mort., 62; Long Dock bonds, 100 $\frac{1}{2}$ ; Lake Shore Dividend bonds, 100; Boston, Hartford and Erie 1st mort., 25; Am. Dock and Imp. 7s, 100; South Pacific R. R. of Mo. 6s, 80; Kansas Pacific R. R., 17 $\frac{1}{2}$ ; New Jersey Southern R. R., 4 $\frac{1}{2}$ ; St. Louis, Kansas City and Northern R. R., 8; do. pref., 38; Rensselaer and Saratoga R. R., 114; Adams Exp. 100 $\frac{1}{4}$ ; Am. Exp., 63 $\frac{1}{2}$ ; U. S. Exp., 45; Wells-Fargo Exp., 77 $\frac{1}{2}$ ; Consol. Coal of Md., 47; Quicksilver Mining pref., 23 $\frac{3}{4}$ ; Canton Co., 65 $\frac{1}{2}$ ; Tennessee 6s, old, 55; do. new 54 $\frac{1}{2}$ ; do. new series, 54 $\frac{1}{2}$ ; Missouri 6s, long bonds, 102 $\frac{1}{2}$ ; do. 6s, 1876, 102 $\frac{1}{4}$ ; Virginia 6s, def. certif., 8 $\frac{3}{4}$ ; do. 6s, consol. ex-coupon, 58 $\frac{1}{4}$ ; do. 6s, old, 36; do. 6s, consol., 2d series, 45; South Carolina 6s, new,

Apr. and Oct., 33 $\frac{1}{2}$ ; do. new, non-fund., 6; North Carolina 6s, old, Jan. and July, 20; do. Apr. and Oct., 20; District of Columbia 3-65s, 74.

**Philadelphia.**—Lehigh Valley Gen'l mort. 6s, reg., 98 $\frac{1}{2}$ ; Morris Canal 6s, 101; Philadelphia and Reading R. R. 7s, new, conv., 107 $\frac{3}{4}$ ; do. Gen'l 7s, 105 $\frac{1}{2}$ ; Huntingdon and Broad Top Mt. 2d mort., 102 $\frac{1}{4}$ ; Pittsburg, Cin. and St. Louis 7s, 75; West Jersey R. R. 6s, 1883, 85 $\frac{1}{2}$ ; Connecting R. R. 6s, 95 $\frac{3}{4}$ ; Philadelphia and Reading C. & I. mort. 7s, 88; Wilmington and Reading 1st mort. 60; Allegheny Valley 7 3-10s, 96 $\frac{1}{4}$ ; Warren and Franklin 1st mort., 82; Schuylkill Nav. 6s, 1895, 81; Pennsylvania and New York 7s, 105; Catawissa R. R., 20 $\frac{1}{2}$ ; do. new pref., 38; Camden and Atlantic pref., 53; Summit Branch, 37 $\frac{1}{2}$ ; Nesquehoning Valley R. R., 55 $\frac{3}{4}$ ; Pennsylvania State 5s, 1868, 103 $\frac{1}{2}$ . The latest quotations are: City 6s, 101 $\frac{1}{2}$ @104 $\frac{3}{4}$ ; do. free of tax, 106 $\frac{1}{2}$ @106 $\frac{3}{4}$ ; Pennsylvania State 6s, 2d series, 106@106 $\frac{1}{2}$ ; do. 3d series, 112 $\frac{1}{2}$ @112 $\frac{3}{4}$ ; Philadelphia and Reading, 58 $\frac{3}{4}$ @54; do. Gen'l mort. 7s, coup., 105@106 $\frac{1}{2}$ ; do. reg., 106@107; do. mort. 6s, 1880, 103@—; do. new conv., 107 $\frac{1}{4}$ @107 $\frac{3}{4}$ ; do. 7s, 1893, 107 $\frac{1}{2}$ @108 $\frac{1}{4}$ ; United New Jersey R.R. and Canal Co., 130 $\frac{1}{4}$ @130 $\frac{1}{2}$ ; Camden and Amboy mort. 6s, 1889, 103@103 $\frac{1}{2}$ ; Pennsylvania R. R., 49 $\frac{1}{2}$ @49 $\frac{3}{4}$ ; do. 1st mort., 105@106 $\frac{1}{4}$ ; do. general mort. coupon, 102 $\frac{1}{4}$ @103 $\frac{1}{4}$ ; do. reg., 102@102 $\frac{1}{2}$ ; Little Schuylkill R. R., 50@50 $\frac{1}{4}$ ; Morris Canal, 51@53 $\frac{1}{2}$ ; do. pref., 129 $\frac{1}{2}$ @130; do. 6s, 100@101; Susq. Canal, 6@10; do. 6s, 78 $\frac{1}{2}$ @82; Schuylkill Nav., 7 $\frac{1}{4}$ @7 $\frac{1}{2}$ ; do. pref., 14 $\frac{1}{2}$ @15; do. 6s, 1882, 82@82 $\frac{1}{2}$ ; do. 1872, 96@96; Elmira and Williams port pref., 39@40; do. 7s, 1873, 103@104; do. 6s, 60@65; Lehigh Coal and Navigation, 49 $\frac{3}{4}$ @49 $\frac{3}{4}$ ; do. 6s, 1884, 101 $\frac{1}{4}$ @103; do. R. R. Loan, 101 $\frac{1}{2}$ @102; do. Gold Loan, 103@104; North Pennsylvania, 52@52 $\frac{1}{2}$ ; do. 6s, 105@—; do. 7s, 106@106 $\frac{1}{4}$ ; do. Chatte 10s, 105@105 $\frac{1}{2}$ ; Philadelphia and Erie, 20 $\frac{3}{4}$ @20 $\frac{3}{4}$ ; do. 6s, 96@96 $\frac{1}{4}$ ; do. 7s, 92 $\frac{3}{4}$ @93 $\frac{1}{4}$ ; Minehill, 53 $\frac{1}{2}$ @54; Catawissa, 20@21; do. pref., 41 $\frac{1}{2}$ @41 $\frac{3}{4}$ ; do. new pref., 38@38 $\frac{1}{2}$ ; do. 7s, 1900, 105 $\frac{1}{2}$ @105 $\frac{3}{4}$ ; Lehigh Valley, 63 $\frac{3}{4}$ @63 $\frac{3}{4}$ ; do. 6s, new coupon, 108@—; do. reg., 103 $\frac{3}{4}$ @103 $\frac{3}{4}$ ; do. 7s, 108 $\frac{3}{4}$ @109; Fifth and Sixth streets (horse), 65@70; Second and Third, 75@76; Thirteenth and Fifteenth, 35 $\frac{3}{4}$ @36 $\frac{1}{4}$ ; Spruce and Pine, 30@36; Green and Coates, 58 $\frac{3}{4}$ @59; Chestnut and Walnut, 90@91; Hestonville, 25 $\frac{3}{4}$ @26; Germantown 56@57.

**Boston.**—Metropolitan R. R. 7s, 102; Burlington and Missouri River R. R. in Nebraska 8s, old, 100 $\frac{1}{2}$ ; Old Colony R. R. 5s, 1884, 90; do. 7s, 1877, 102; do. 7s, 1894, 108 $\frac{1}{4}$ ; Chicago, Burlington and Quincy 7s, 104 $\frac{1}{4}$ ; Eastern R. R. 7s, 1894, 90 $\frac{1}{2}$ ; do. 7s, S. F., 1884, 91 $\frac{1}{4}$ ; Atchison, Topeka and Santa Fe R. R., 1st mort., 72; Michigan Central (Air-line) 8s, 1890, 103 $\frac{3}{4}$ ; Middlesex R. R. 8s, 1885, 103 $\frac{1}{2}$ ; Conn. and Pass. Rivers R. R. pref., 50; do. 7s, 1881, 94 $\frac{1}{4}$ ; do. 7s, 1893, 96 $\frac{3}{4}$ ; Cheshire R. R. 6s, 1877, 93 $\frac{3}{4}$ ; Nashua and Lowell R. R., 95; Boston, Clinton and Fitchburg R. R., 78 $\frac{1}{2}$ ; Norwich and Worcester R. R., 132 $\frac{1}{2}$ ; Ware River R. R., 110; Worcester and Nashua R. R., 116 $\frac{1}{2}$ ; Cin. Sand. and Cleveland R. R., 13; New Bedford R. R. 115 $\frac{3}{4}$ ; Burlington and Missouri River R. R. in Iowa, 113 $\frac{1}{4}$ ; Portsmouth, Gt. Falls and Conway R. R., 45; do. 7s, guar., 81 $\frac{1}{2}$ ; Summit Branch, 37 $\frac{1}{4}$ ; Rutland R. R., pref., 20 $\frac{1}{2}$ ; do. scrip, pref., 36 $\frac{1}{4}$ ; Boston Water Power, 17 $\frac{1}{2}$ ;

Pullman Palace Car Co., 95; Waverly Land, 3 $\frac{1}{4}$ ; Boston Land, 6 $\frac{3}{4}$ ; East Boston Co., 19 $\frac{1}{2}$ ; Massachusetts 5s, 1891, gold, 109; do. 1893, 110 $\frac{1}{2}$ ; New Hampshire 6s, 1905, 103 $\frac{1}{2}$ ; Boston 5s, 1883, 105 $\frac{1}{2}$ ; do. 6s, 1894, 105 $\frac{1}{4}$ ; do. 6s, 1877, 101; Cincinnati 7 3-10s, 1902, 104; Chicago 7s, 102 $\frac{1}{2}$ ; Cambridge 6s, 1884, 102 $\frac{1}{2}$ ; Lynn 6s, 1894, 102; Peoria (Ills.) 6s, 1889, 94 $\frac{1}{2}$ ; Toledo 8s, 1878, 103 $\frac{3}{4}$ ; Charlestown 6s, 1892, 103 $\frac{1}{4}$ ; Roxbury 6s, 1886, 102 $\frac{3}{4}$ ; do. 5s, 1880, 98 $\frac{5}{8}$ ; St. Louis 6s, 1878, 98 $\frac{5}{8}$ ; Bath 6s, 1891, 97 $\frac{1}{2}$ ; Lawrence 6s, 1894, 100 $\frac{5}{8}$ ; Salem 5s, 1883, 97; do. 6s, 1892, 102.

**Baltimore.**—Wilmington, Columbia and Augusta 7s, 65; Union R. R. 1st mort. guar., 90; Orange and Alexandria 2d mort., 75; do. 3d mort., 74; Chesapeake and Ohio Canal bonds, 118 $\frac{3}{4}$ ; Atlanta and Richmond Air-Line 8s, 50; Central Ohio R. R. pref., 44 $\frac{3}{4}$ ; Virginia coupons, 91; do. July, 75, 84 $\frac{1}{4}$ ; Virginia Peelers, ex-coupon, 45; Maryland Defense 6s, 109; Atlantic Coal, 2.75. The latest quotations are: Richmond and Danville 1st mort., 71@72; Pittsburg and Connelleville 7s, 1898, 92 $\frac{5}{8}$ @93; Baltimore and Ohio, 173@175; do. 6s, 1875, 102 $\frac{1}{2}$ @102 $\frac{3}{4}$ ; do. 1880, 103@104 $\frac{1}{2}$ ; do., 1885, 103@104; Washington Branch, 130@150; Northern Central, 28@29; do. 6s, 1885, 100@100 $\frac{1}{2}$ ; do. 6s, 1877, 101@—; do. 1900, 94 $\frac{1}{2}$ @95; do. 6s, 1900 gold, 96 $\frac{3}{4}$ @97; N. W. Va. 3d mort. 1885, 101@102; Marietta and Cincinnati 1st pref., 12@15; do. 2d pref., 7@12; do. 1st mort. 7s, 1892, 106 $\frac{1}{4}$ @107; do. 2d mort., 7s, 92 $\frac{3}{4}$ @93 $\frac{1}{4}$ ; do., 3d mort. 8s, 78@79; Central Ohio, 43@44; do. 1st mort., 96 $\frac{3}{4}$ @97; Western Maryland, 1st mort. 6s, 1890, 87 $\frac{1}{2}$ @90; do. 1st mort. guar., 101@104; do. 2d mort. guar., 101@104; do. 3d mort. guar., 101@104; do. 2d mort. pref., 70@—; do. 2d mort. guar. by Washington Co., 90@100; Virginia and Tennessee 2d mort. 6s, 76@80; do. 3d mort. 8s, 77 $\frac{1}{2}$ @79; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 74 $\frac{1}{2}$ @76; do., 3d mort. 8s, 73 $\frac{1}{4}$ @75; do. 4th mort. 8s, 58 $\frac{1}{2}$ @59; Orange, Alex. and Manassas 7s, 75 $\frac{5}{8}$ @76; Baltimore 6s, 1875, 102@102 $\frac{1}{4}$ ; do., 1884, 103@104; do. 1886, 103@104 $\frac{1}{2}$ ; do. 1890, 103 $\frac{3}{4}$ @104; do., 1900, 103@104; do. 1902, 103 $\frac{3}{4}$ @104 $\frac{1}{2}$ ; do., 6s, exempt, 105@109; do. 5s, 83@90; Memphis City 6s, 40@43; Maryland Defense 6s, 1883, 109@110; do. 6s, 1890, 103@105; do. 6s, exempt, 109@110; do. 5s, 85@90; Virginia coupon 6s, old, 34@45; do. new, 34@45; do. consol. 6s, 58 $\frac{3}{8}$ @59; do. coupons, 90 $\frac{3}{4}$ @91 $\frac{1}{4}$ ; do. def. certif., 8 $\frac{1}{2}$ @9; City Passenger R. R., 26 $\frac{3}{8}$ @27; George's Creek Coal 130@140; Atlantic Coal, 2.70@2.75; Am. Gas Coal, 20@30; Canton Co., 65@68.

Messrs. Boyle and Roach, of Cincinnati, have secured the contract of the new Sault Sainte Marie canal, between Lake Superior and Lake Huron, at \$156,750.

The Danville, Hazleton and Wilkesbarre Railroad is advertised for sale on June 15th on liens anterior the first mortgage on the property.

The Valley Mill, at Youngstown, Ohio, has an order for re-rolling 1,000 tons of rails for the Atlantic and Great Western railroad.

Mr. Edward Hamilton has been appointed Secretary of Mr. Jeremiah Prescott, Manager of the Hoosac Tunnel.



**Canton Company.**

At the annual meeting of the stockholders of the Canton Company held in Baltimore on the 3d inst., the following gentlemen were unanimously elected directors, viz: Wm. Butler Duncan, Louis A. Von Hoffmann, Abm. B. Baylis and Jas. B. Colgate, of New York; Chas. J. Baker, Geo. S. Brown, Wm. G. Harrison, Chas. Weber and S. Sprigg Belt, of Baltimore.

The report of the President, which was presented, shows that the revenue of the Union Railway has steadily increased. The gross receipts for the year ending May 31, 1875, were \$40,804, a gain of \$15,846 over eleven months of the preceding year. The running expenses were \$32,449, leaving net profits \$8,354. 1,810,931 passengers have passed over the Union Railway, and 11,303 cars of loaded freight during the past year. The business of the Union Railway for the first two days of June were 1,700 passengers and 154 cars of freight, which shows a gratifying increase over May.

The income from the union elevator and wharf improvement, under the control of Mr. J. N. Gardner, has been from October, 1873, to May 31, 1875, \$13,596 31, or 7,440 cars of grain received.

A comparative statement of grain received for the five months of 1874 and 1875 shows 1,920 cars and 774,734 bushels, against 2,475 cars and 911,007 bushels, or a gain for 1875 of 555 cars and 136,273 bushels grain over the same months of 1874.

The cash receipts of the Canton Company for the year were \$364,597 09, and the disbursements \$322,696 41, leaving a balance in bank of \$41,900 68.

The actual bonded debt of the Union Railway and Canton Company together is stated to be \$2,305,517.

It was determined that hereafter the annual meetings for the election of directors, &c., shall take place on the second Wednesday of June instead of the first Tuesday; also that the first meeting of directors after their election shall be held on the third Wednesday, instead of the third Thursday, in June, and all other regulations be made to conform to these changes.

**Northern Pacific Railroad.**

On Monday, August 2, 1875, Messrs. Oliver, Fiske and Kenneth G. White, Master Commissioners, will sell at public auction, in front of the Custom House in this city, the property and franchises of the Northern Pacific Railroad Company, according to the terms of a decree of foreclosure made May 12, 1875, by the Circuit Court of the United States for the Southern District of New York, sitting in equity in a case where Jay Cooke, C. Tower, J. F. Smith, T. Hosmer, W. S. Lane and W. A. Griswold were complainants and the Northern Pacific Railroad Company, defendant. The proceeds of the sale are to be devoted first, to the payment of the necessary expenses incidental to the execution and due preservation of the trust created in behalf of Jay Cooke and John Edgar Thomson; second, to the payment of balances due for labor and materials furnished within the 12 months next preceding; third, to the payment of taxes; fourth, to the payment of balances due for right of way, &c.; fifth, to payment of money borrowed to pay interest on bonds; sixth, to money advanced by any former director for interest, labor or materials; seventh, to indemnify per-

sons who have become sureties for the company in defending suits; eighth, to the payment of such of the first mortgage bonds as have been issued in good faith and may be outstanding and unpaid, the interest warrants and coupons due and owing, as aforesaid, upon such bonds as may have been *bona fide* issued, and to the payment of whatever balance may be found to be due on the coupons or interest warrants of the said bonds which fell due prior to said 1st January, 1874, when the general default on the interest warrants or coupons of said bonds took place, as hereinbefore mentioned; and ninth, the residue, if any, to be subject to the order of the court. The trustees of the bondholders may of course purchase the road for the bondholders. The terms of payment are \$100,000 down to bind the purchase, and the remainder in 60 days. The court decrees that in the payment of all except the \$100,000 (which ought to defray legal expenses) first mortgage bonds, which may have been sanctioned by the court, may be taken as cash, each bond in such case to be taken only for such an amount as would equal the dividend to which it would be finally entitled under said decree.

**Suncook Valley Railroad.**

At the annual meeting held in Manchester, N. H., on the 27th ult., the following board of Directors was re-elected: Samuel N. Bell, Natt Head, Frederick Smyth, Lemuel B. Fowle, Chas. H. Carpenter, Reuben L. French and Martin V. B. Edgerly. Samuel N. Bell, of Manchester, was subsequently re-elected President of the Board, and Lewis W. Clark clerk. It appears that the business of the road is in a flourishing condition and that the Concord Railroad, which has a lease, is enabled to make some profit after paying the stockholders 6 per cent. William H. Berry, of Pittsfield, offered the following resolution, which was adopted:

Whereas, the convenience and safety of the patrons of the Suncook Valley Railroad and the interest of the stockholders themselves demand a more direct communication with the Concord road at Hooksett, the route for which has already been surveyed, and

Whereas, the cheapness of labor and materials and the low rate of interest render the present time most fitting for establishing such connection, therefore,

Resolved, That the Directors of the Suncook Valley Railroad be requested to take measures to cause the same to be constructed at as early a day as practicable.

At the annual meeting of the Chicago, Rock Island and Pacific Railroad Company in Chicago on the 2d inst., the four directors retiring under the classification system were re-elected as follows: Francis H. Tows and Chas. R. Marvin of New York, Milton Courtwright of Erie, and Henry H. Porter of Chicago. John F. Tracy was re-elected president; Hugh Riddle vice president, and F. H. Tows secretary and treasurer. The financial exhibit shows the gross receipts for the year to be \$7,400,000; net earnings, \$3,534,283; the surplus April 1, \$6,542,929.

The Carson (Nevada) Tribune says that the work on the Lake Tahoe Railroad is being actively pressed. Over half of the tunnel under the summit is now completed, and the present prospects are that the cars will be running through it long before its completion was anticipated.

**Brown, Brothers & Co.,**

No. 59 WALL St., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

**Hatch & Foote,**  
**BANKERS,**

No. 12 Wall Street, N. Y.

BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.

EXECUTE ORDERS AT STOCK EXCHANGE. INTEREST ALLOWED ON DEPOSITS.

**Vermont and Massachusetts Railroad.**

At the annual meeting of the stockholders in Boston on the 2d inst., the report of the Directors for the three months from Sept. 30, 1873 (when the lease was made to the Fitchburg Railroad), to Dec. 31, 1873, was presented, showing as follows: income \$119,277 38; expenses \$119,087 28; net income \$190 10. This covers all arrearages due from the corporation up to the time of lease. For the year ending December 31, 1874: income, \$89,450 36; expenditures, \$85,800. Mr. Richardson stated that the lease to the Fitchburg was entirely satisfactory, that everything between the two corporations has been harmonious. The following directors were chosen for the ensuing year: Daniel S. Richardson, W. H. Hill, J. A. Dupee, Geo. F. Fay, Francis Goodhue, Wendell T. Davis, Thornton K. Ware.

**Southern Pacific Railroad.**

The Grass Valley Union of May 28th has the annexed in regard to this road and its connections:

Caliente, the present northern terminus of the Southern Pacific Railroad, is situated in the foothills, which are the approach to the Tehachipe Pass, and the railroad company have now a large force of laborers grading and tunneling through these hills to reach the pass with their track. The work to be done is said to be the heaviest railroad-ing yet encountered upon the Pacific coast. Work is also being prosecuted on the other end of the route, from Los Angeles north, the line being opened from that city to Spadra, in the San Fernando mountains. From Spadra to Caliente there is a gap of 110 miles, which is now connected by stage line, over which it will take eighteen months to construct the railroad. By this route of rail and stage passengers can now make the trip from San Francisco to Los Angeles in thirty-two hours.

The earnings of the Central Pacific Railroad for the month of May, 1875, were \$1,797,000, against \$1,311,698 for the month of May, 1874, and \$1,373,675 for the month of May 1873. For first five months of 1875 the earnings were \$6,136,000, against \$4,957,348 for the first five months of 1874, and \$5,024,205 for the first five months of 1873.

The Walla Walla (W. T.) Union says that the cars of the Columbia River and Walla Walla Railroad are now making regular trips between Touchet station and the Columbia river. The division includes the worst part of the road, and relieves trade and travel from great inconvenience.

## CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST										PASSENGER RAILROAD BONDS.									
Years ending.	Length track, equl. single.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.	Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	Rate.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.			Par.	Paid.	Market.						
m.	No.	No.	No.		\$	\$	\$	\$	Gross.	Net.	\$	\$	\$		\$	pc.			
Sept. 30, '74	9.50	122	43	Albany.....N.Y.	201,244	200,000	60,000		110,963	35,070	64	100	100	Albany:					
Sept. 30, '74	1.04			Albany st. Freight (B'ton).Mass.	49,288	75,000			5,238	4,138		100	100	1st Mortgage.....	60,000	7	J.&J.	1883	....
Sept. 30, '74	25.00	469	87	Atlantic Avenue (Bklyn).N.Y.	762,670	680,000	655,000	14,407	295,046	63,201		100	100	Atlantic (Bklyn) Ave.:					
Sept. 30, '74	11.83	367	58	Avenue C (N. Y. City).....N. Y.	1,600,000	500,000	900,000	200,000	297,301	49,702		100	100	1st Mortgage.....	115,000	7	A.&O.	1881	....
Sept. 30, '74	9.25	707	103	Baltimore City (Balt.).....Md.	1,000,000	1,000,000						100	100	2d Mortgage.....	100,000	7	A.&O.	1884	....
Sept. 30, '74	24.00	432	60	Bleek. st. & F.F. (N.Y.C.)N.Y.	1,801,674	900,000	694,000	51,540	259,640	46,457		100	100	Consolidated Mortgage.....	440,000	7	J.&J.	1885	....
Sept. 30, '74	5.82			Boston and Chelsea.....Mass.	110,000	110,000			8,900	7,478	0.8	25	25	Avenue C:					
Sept. 30, '74	13.87	297	58	Broadway (Brooklyn).....N.Y.	469,264	200,000	200,000	47,531	311,548	32,599	12	100	100	1st Mortgage.....	900,000	7	A.&O.	1896	....
Sept. 30, '74	16.25	1200	148	B'way & 7th Av.(N.Y.C.)N.Y.	3,900,100	2,100,000	1,500,000	230,000	980,392	287,962	6	100	100	Bleecker St. & Fulton Ferry:					
Sept. 30, '74	7.68	291	4	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000		56,957	24,616		100	100	1st Mortgage.....	694,000	7	J.&J.	1880	....
Sept. 30, '74	51.50	2091	429	Brooklyn City.....N.Y.	2,430,000	2,000,000	300,000	70,000	1,514,444	313,016	14	10	10	Broadway (Brooklyn):					
Sept. 30, '74	18.50	264	74	Brooklyn City & Newtown.N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	1st Mortgage.....	200,000	7	J.&D.	1882	....
Sept. 30, '74	1.83	301	64	Brooklyn, Cross-Town.....N.Y.	717,872	395,000	300,000	2,300	174,928	32,566		100	100	Broadway and 7th Avenue:					
Sept. 30, '74	10.50	402	80	Buffalo East Side.....N.Y.	166,889	28,000			132,551	103,572		100	100	1st Mortgage.....	600,000	7	"	1884	....
Sept. 30, '74	17.62	380	92	Buffalo street.....N.Y.	623,252	100,000	431,000	147,463	287,587	107,922		100	100	Brooklyn, Bath & Coney I.					
Sept. 30, '74	11.00	187	31	Bushwick (Brooklyn).....N.Y.	400,650	302,000	102,000	2,065	77,023	6,919		100	100	1st Mortgage.....	80,000	7	J.&J.	1890	....
Sept. 30, '74	20.31			Cambridge (Boston).....Mass.	800,500	800,500	150,000		75,045	75,045	9	100	100	Brooklyn City:					
Sept. 30, '74	24.00	1026	142	Can. P. & N.E.R. (N.Y.C.)N.Y.	2,011,292	1,676,700	1,200,000	11,111	731,709	103,128	4	100	100	1st Mortgage.....	300,000	7	"	1882	....
Oct. 31, '74	9.11	330	48	Citizens' (Phila.).....Pa.	232,476	192,750			363,451	103,068	24	50	19	Brooklyn City & Newtown:					
Oct. 31, '74	9.07	212	38	Citizens' (Pittsburg).....Pa.	179,870	184,000	50,000	4,000	192,301	39,976	11	50	46	1st Mortgage.....	400,000	7	J.&D.	1879	....
Sept. 30, '74	15.03	240	24	Coney Island & Brooklyn.N.Y.	716,750	500,000	307,500	37,845	225,020	71,312		100	100	Brooklyn Cross-Town:					
Sept. 30, '74	11.25	1010	134	Dry Dock, E.B. & B.(N.Y.C.)N.Y.	1,125,403	1,200,000	915,500		901,760	200,595	8	100	100	1st Mortgage.....	300,000	7	J.&J.	1888	....
Oct. 31, '74	1.68	10	3	Easton and S. Easton.....Pa.	29,562	29,562			8,000	1,801	7	25	25	Buffalo Street:					
Sept. 30, '74	10.00	1106	132	Eight Avenue (N.Y. City)N.Y.	1,782,903	1,090,000	203,000	95,000	822,459	135,940	12	100	100	1st Mortgage.....	100,000	7	M.&N.	1893	....
Oct. 31, '74	7.75			Empire (Philadelphia).....Penna.	106,000		200,000		139,836	12,460		50		Bushwick:					
Oct. 31, '74	5.59	61	24	Federal St. & Pl. Val. (Phg.)Pa.	149,311	77,825	75,000		48,209	9,719	5	25	25	1st Mortgage.....	102,000	7	J.&J.	1889	....
Sept. 30, '74	10.26	540	72	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,064,679	748,000	236,000	51,111	348,778	48,224	10	50	50	Cambridge (Boston):					
Oct. 31, '74	17.37	401	59	Frankford & Southwark(Ph.)Pa.	851,309	500,000	300,000		422,618	92,311	10	50	50	1st Mortgage.....	550,000	7	F.&A.	1892	....
Sept. 30, '74	4.00	26	6	Genesee & Water St.(Syr.)N.Y.	67,970	42,500	19,000		24,538	7,931		50	31	2d Mortgage.....	650,000	7	M.&N.	1890	....
Oct. 31, '74	34.09	367	63	Germantown (Phila.).....Pa.	601,719	309,636	350,000		406,111	98,312	6	50	50	Coney Island & Brooklyn:					
Sept. 30, '74	8.00	200	40	Gr'd st. & Newtown (Bk'n)N.Y.	314,968	170,000	90,000	19,492	91,891	10,159		100	100	1st Mortgage.....	307,000	7	J.&J.	1877	....
Oct. 31, '74	8.00	200	40	Gr'd St. Prosp. Pk. & Flatb.N.Y.	455,716	200,000	200,000	90,891	143,338	55,834	4	50	50	D. Dock, E. Bdw. & Battery:					
Oct. 31, '74	7.25	200	42	Green and Coates st. (Phila.)Pa.	256,701	150,000	100,000		179,333	79,313		100	100	1st Mortgage (Consol.).....	915,000	7	J.&D.	1891	....
Sept. 30, '74	11.95	171	24	Harim.Br.,Morr. & F'dham.N.Y.	297,190	299,100	133,000		94,334	20,778		100	100	1st Mortgage.....	203,000	7	J.&J.	1890	....
Sept. 30, '74	11.68	398	61	Hest., W. st. & Pavonia Fy.N.Y.	700,000	238,750	475,500	4,817	307,331	83,911	10	50	50	Empire:					
Oct. 31, '74	11.84	351	63	Hous., Mant. & F'mount (Ph.)Pa.	402,379	300,000	100,000		307,331	83,911	9	50	50	1st Mortgage.....	150,000	7	"	1890	....
Sept. 30, '74	6.50	292	53	Highland (Boston).....Mass.	432,087	200,000	74,000	233,217	195,067	35,566		100	100	42d st. & Gr'd st. Ferry(N.Y.)					
Sept. 30, '74	10.50	120	32	Jamaica, Woodh'n & Bklyn.N.Y.	100,000	100,000			25,495	278		100	100	1st Mortgage.....	236,000	7	A.&O.	1883	....
Oct. 31, '74	3.86	123	21	Kingston and Rondout.....N.Y.	91,707	75,000		6,000	21,755	1,039	10	25	12	Frankford and Southwark:					
Sept. 30, '74	4.87	49	12	Lowell Horse.....Mass.	97,309	98,100		4,500	29,317	243		100	100	1st Mortgage.....	155,500	7	J.&J.	1877	....
Sept. 30, '74	12.02	241	37	Lynn and Boston.....Mass.	291,296	200,000	36,500	57,609	169,095	14,817	3	100	100	2d Mortgage.....	100,000	7	M.&N.	1891	....
Sept. 30, '74	8.46			Medford & Charleat.(B'tn).Mass.	33,414	21,000			800	780		100	100	Grand st. P. P. & Flatbush:					
Sept. 30, '74	5.30	54	15	Merrimack Valley.....Mass.	80,390	50,000			36,063	2,671		100	100	1st Mortgage.....	203,000	7	"	1891	....
Sept. 30, '74	49.24	1396	23	Metropolitan (Boston).....Mass.	2,021,613	1,500,000	187,000	884,196	1,093,888	160,892	8	100	100	Grand St. & Newtown:					
Sept. 30, '74	15.97	312	63	Middlesex (Boston).....Mass.	684,881	400,000	226,000	235,518	252,795	63,293		100	100	1st Mortgage.....	90,000	7	A.&O.	1887	....
Sept. 30, '74	3.82	33	8	New Bedford & Fairhaven.Mass.	80,830	50,000		29,230	24,193	1,978		100	100	Green and Coates street:					
Sept. 30, '74	0.37	32	7	New Bedford & Amesbury.Mass.	46,854	37,250		9,734	1,351	2,072		100	100	1st Mortgage.....	100,000	7	J.&J.	1878	....
Sept. 30, '74	4.00	2	16	New York Elevated.....N.Y.	1,500,000	798,300	300,000	108,321	81,047	10,410		100	100	Harl. Br., Morris's & Fordh:					
Sept. 30, '74	7.50	47	9	New Wusburg & Flatbush.N.Y.	600,000	300,000	300,000	9,297	74,430	10,010		100	100	1st Mortgage.....	133,000	7	"	1889	....
Sept. 30, '74	6.10	240	30	Ninth Avenue (N. Y. City)N.Y.	999,422	797,320	207,000	19,708	104,794	10,422		100	100	Hestonv., Mantua & Fairm:					
Sept. 30, '74	3.20	13	2	Northampton.....Mass.	50,125	50,000		7,965	6,912	Loss		100	100	1st Mortgage.....	125,000	7	J.&D.	1880	....
Sept. 30, '74	11.24	164	36	North 2d St. & Middle Vil. N.Y.	223,165	134,600	25,000	66,967	81,299	2,074									



**Erie Railway.****APPOINTMENT OF A RECEIVER IN NEW JERSEY.**

The order of the Chancellor, appointing Hugh J. Jewett, late President of the Erie Railway Company, Receiver of all the interests of said corporation in New Jersey, was filed in the office of the Chancery Court at Trenton on the 8th inst. The official bond for \$150,000 has been approved by the Chancellor, and he has taken the oath of office. The order gives the Receiver entire and complete control of all the property, franchises, and interests of the company in New Jersey, and he is required to operate said road as heretofore, with good management and with a view to the public travel and accommodation. He can employ and discharge, settle unadjusted balances in traffic, and do all things that may be necessary. Nothing is said about borrowing money. The order in all matters of consequence is similar to that adopted in New York:

It is ordered, adjudged and decreed that the Receiver, Hugh J. Jewett, shall continue the operation of said railroads respectively in the ordinary and usual course, as the same are now operated in the common carriage of freight and passengers, having due regard to the public interest and the accommodation of the public, and keeping the premises and property, both real and personal, in good condition and repair, to the end that the said road may be officially operated with safety and convenience to the public. To the same end he shall, from time to time, employ and discharge all needful laborers, servants and agents, and purchase and pay for all needful material and supplies as may seem to him to be necessary and proper in the exercise of a sound discretion, with leave to apply to the Court, from time to time, as he may desire, and be advised for directions in the premises. He shall settle and adjust, according to usage and the usual course of business, all outstanding traffic balances with other railroads and like balances, from time to time, as may arise, and he shall have power to make all usual, necessary and proper arrangements for the interchange of business in the way of traffic arrangements and shall have power generally to do and perform all things usual and proper, according to the rules and usages of good railroad management, to increase the business of the said road and promote the convenience of the public. He shall have power to prosecute and defend without the further order of the Court all existing actions by or against said company, and to pay and defray the usual expenses incident thereto. He shall have power to commence and prosecute any actions which in the usual course of business he may deem necessary to commence hereafter, either in his own name, as such Receiver, or that of the company. He shall have full power to defend any and all suits that may hereafter be brought against said company, or against himself as such receiver, and to defray the necessary and proper expenses thereof, and in all and singular the premises he shall be subject to such orders and directions as the Court may from time to time make, and he is authorized to apply from time to time for such orders and directions as he may be advised.

The said Receiver shall keep a true, full and particular account of all his acts and doings as such; of all the property, rents, &c., and of all his payments and disbursements in the performance of his duty imposed by this order. And he shall whenever required, render to the Court, and file with the clerk thereof, a true, full and particular account of all his receipts and disbursements. The premises considered, it is further ordered that the said company, and each and all the officers and agents thereof, are also strictly commanded and enjoined to deliver up and render to said Receiver, when he shall have become qualified according to the terms of this order, to enter upon his duty as Receiver, all and singular the premises he is hereby appointed Receiver.

It is further ordered that said Receiver, as soon as he conveniently can, do lay before this Court a full and complete inventory of all the estate, property and effects of the said company within this State, its nature and probable value and an amount of all the debts due from the said company and of the debts due to it as near as said Receiver can ascertain as this time.

And the Attorney General of this State desiring protection as to certain alleged unpaid taxes due this State from said corporation, it is hereby declared that neither the appointment of said Receiver, nor anything in this order contained, shall be construed in any wise to impair the rights of the State, to require the payment of said taxes in full.

It is further ordered that any person or persons, corporation or corporations having a contract with said Erie Railway Company shall be at liberty to apply by petition in this suit or independent bill for and obtain relief and injunction if entitled thereto to require the company or said Receiver to refrain from violating any such contract or any other relief and keep such terms as the Chancellor shall think fit.

It is further ordered that before entering upon the duties of his office the said Receiver do give bond with sufficient surety, to be approved by the Chancellor, in the sum of \$150,000 for the faithful discharge of his duties as Receiver under this appointment.

THEODORE RUNYON, Chancellor.

**Salisbury Railroad.**

The stockholders of the company which lately purchased the Salisbury and Baltimore Branch railroad met a few days since in Somerset, and organized by the election of the following directors: E. D. Yutzy, Noah Scott, M. A. Sanner, W. S. Bear, D. C. Scott, Alexander Stutzman and Peter S. Hay. The officers are: E. D. Yutzy, President; Noah Scott, Secretary and Treasurer. The Cumberland, Md., News, from which the above was obtained, says:

The new company will be known as the Salisbury Railroad Company. It is expected that work will be recommenced on the road within a very few days, and be energetically pushed. For the present the line is located only from Meyersdale to Salisbury, running through the great Salisbury coal fields. It is not improbable, however, that at some future day the road will be extended through Deeter's gap to the Baltimore and Ohio railroad at or near Oakland.

The Frankfort, Muncie and Bloomington Railroad Company has filed articles of incorporation at the Secretary of State's office at Indianapolis, with a capital stock of \$2,000,000. The object of the company is to complete the construction of the abandoned and forfeited Lafayette, Muncie and Bloomington road from the city of Muncie to the Illinois State line.

**EDWARD W. SERRELL,**  
**CIVIL ENGINEER,**  
**78 & 80 BROADWAY,**  
**NEW YORK CITY.**

**Railroads, Bridges, Explorations.**

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

**W. & L. E. Gurley, Troy, N. Y.**

**MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.**

**Knox & Shain,**

**MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two premiums awarded.)**

**THOS. PROSSER & SON,**  
**15 Gold St., New York.**

**Boiler Tubes, Well Tubing,**  
**EXPANDERS, DRILLS & REAMERS,**  
**Tube Scrapers & Brushes.**

**Duckham's Patent**

*HYDROSTATIC*

**WEIGHING MACHINES**

AND

**DYNAMOMETERS.**



**WELLAND CANAL ENLARGEMENT.**

**Notice to Contractors.**

**SEALED TENDERS, ADDRESSED TO THE UNDERSIGNED, and indorsed "Tender for Welland Canal," will be received at this office until the arrival of the Eastern and Western mails on THURSDAY, the 24th day of June next, for the construction of a Tunnel, a number of Docks, Regulating Weirs, Bridge Abutments and Piers, Excavation, Dredging, &c., connected with several miles of the enlargement; also the extension and deepening of Port Dalhousie and Port Colborne harbors.**

The works will be let in sections, some of which are situated on the new line between Port Dalhousie and Thorold, and others, about one mile in length each, consist principally of deepening and widening the present canal at places between Thorold and Port Colborne.

Maps of the several localities together with plans and specifications of the works, can be seen at this office on and after FRIDAY the 11th day of June, where printed forms of tender can be obtained. A like class of information relative to the works north of Allandale will be furnished at the resident engineer's office, Thorold, and for works south of Port Robinson, plans, &c., may be seen at the resident engineer's office, Welland.

Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and, in the case of firms, except there are attached the actual signatures, the nature of the occupation and place of residence of each member of the same; and further, an accepted bank check or other available security for the sum of from \$1,000 to \$3,000, according to the extent of work on the section, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the works at the rates stated in the offer submitted.

The amount required in each case will be stated on the form of tender.

The check or money thus sent in will be returned to the respective contractors whose tenders are not accepted.

For the due fulfilment of the contract satisfactory security will be required on real estate or by deposit of money, public or municipal securities or bank stocks to an amount of five per cent on the bulk sum of the contract, of which the sum sent in with the tender will be considered a part.

Ninety per cent only of the progress estimates will be paid until the completion of the work.

To each tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out of these conditions, as well as the due performance of the works embraced in the contract.

This department does not, however, bind itself to accept the lowest or any tender. By order.

F. BRAUN, Secretary.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, April 26, 1875.

**Rapid Transit in New York.**

The following is a copy of an act passed by the Legislature of New York on the 12th of May, 1875, to authorize cities to provide railways for rapid transit of persons or property, and to create corporations for that purpose:

**SECTION 1.** The Mayor of any city in this State is hereby authorized to nominate, and by and with the consent of the Board of Aldermen, to appoint three persons, who shall be residents of such city, as Commissioners of Rapid Transit, to hold office, respectively, for one, two, and three years. The said Commissioners, or a majority thereof, with the Mayor, shall have power:

1. To fix and designate the route or routes, avenues, places or streets, to be used by a railway company, with steam or other motive power, for the rapid transit of persons and property, through said City or any portion thereof, upon, under, or over the streets or avenues so designated.

2. Legally, and in the manner required by law, to acquire the right of way used or wanted for the use of the railway in the name of the City, or in the name of such persons or corporation to whom said Mayor and Commissioners shall grant a license to use the same for carrying persons and property, and to acquire, if necessary, the consent specified by section 18 of article 3 of the Constitution of this State.

3. To grant a license, right, and franchise upon such terms and conditions to such bidders or acceptors of proposals, or to their assigns, as the Mayor and a majority of the Commissioners shall accept and approve under their advertisement, hereinafter named, which license, right, and franchise is to be used for hauling or conveying persons and property, by the agency of steam or other motive power, through, over, upon, or under any and all streets, places, and avenues, in said city, which have been designated, as above named, as the route or line for carrying persons and property. Also, to authorize the construction and maintenance of a proper road bed in, on, or under said streets, places, and avenues, for such conveying of persons and property.

4. To reject any bid or proposal received by said Mayor and Commissioners, and to readvertise the same for other bids, either upon the same or different terms and conditions.

5. To fix the rate of toll or fare for carrying persons upon said line of railway.

6. To determine the manner, form, and style of constructing and operating said line of railway.

7. To authorize the construction and maintenance of a suitable bridge by the accepted or successful bidders, or their assigns, across any navigable river or stream within the limits of said city, with such width of draw and in such manner and form, and with such guard as will not seriously interfere with the navigation of such river or stream, whenever it may be necessary or desirable for the purpose of establishing a continuous line for rapid transit of persons or property through said city or any portion thereof.

8. To designate in what manner and through what streets elevated rapid transit railways now in operation in any such city may connect with other rapid transit or steam railways or the depots thereof, and with steam ferries. And when any such route or routes shall be so designated, such rapid transit railway or other company may construct such connection, with all the rights and with like effect as though the same had been a part of the original route of such railway.

9. Nothing in this act contained will be held to authorize the information of a street railroad on or along the surface of any street, road, or avenue in any of the cities of this State upon which a street railroad has been constructed or heretofore authorized to be constructed, or to place the piers or supports of any elevated rapid transit railway on any part of the tracks of said street railroad.

**SEC. 2.** Whenever a majority of said Commissioners, with said Mayor, have fixed upon the line of the proposed railway, and designated the route, streets, places, or avenues, or any portion of both

or either, over, under, or upon which they propose to authorize rapid transit by steam railway or other motive power, and have filed a map and a certificate of the same in the Mayor's office, the Mayor shall then and thereupon advertise for at least thirty days, for proposals to purchase the license, grant, franchise, and right to build, maintain and operate a railway with one or more tracks, over, under or upon the lines so designated, to be operated by steam, locomotive or other motive power. And the said Mayor and a majority of the Commissioners are hereby authorized to accept the bid or proposal which shall be made, which, all things pertaining thereto being considered, shall appear to be the most advantageous for the interest of the City, and its citizens and inhabitants.

**SEC. 3.** To facilitate the construction of a railway for rapid transit of persons and property in cities where the steps above named have been taken, the Mayor and Aldermen of said city may procure the entire right of way for said proposed railway, and the consent required by sec. 18, art. 3, of the Constitution of this State, if necessary, either in their own name or in the name of the successful bidders, or their assigns, and may give license to use the same on the terms proposed by the Mayor and Commissioners, as above set forth.

**SEC. 4.** The Mayor may remove for cause any commissioner so appointed as above provided, or, with the advice and consent of the Board of Aldermen, fill any vacancy in the number of Commissioners, caused by death, removal, or inability to serve as such Commissioners.

**SEC. 5.** The persons making the bid or proposal which shall be accepted by the Mayor and Commissioners as above provided, or his or their associates or assigns, may at any time form themselves into a corporation, by filing articles of association in the office of the Secretary of State and in the office of the County Clerk, with such powers and privileges as may be necessary or desirable, not contrary to or inconsistent with the laws of the State, including the right to mortgage, with power of sale, all or any part of their property and franchises. Upon filing such articles of association they shall have all the powers therein enumerated, and all the rights and franchises purchased by them, by said Mayor and Commissioners, or by any other State or municipal authority and also the powers, rights, privileges and franchises conferred upon railroad corporations by an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850; and also by all acts and parts of acts in addition or supplemental thereto or in alteration thereof.

**SEC. 6.** Nothing in this act contained shall authorize the construction or operation of any railway over, along, upon, or under either Broadway, Fifth avenue, below Fifty-ninth street, or on Fourth avenue above Forty-second street, in the City of New York, except to cross the same in manner and form approved by said Mayor and Commissioners, where necessary to form a continuous line of railway.

**SEC. 7.** The said Board of Aldermen may fix and determine the salaries to be paid to said Commissioners per annum, and the same shall be paid said Commissioners by the Controller or other financial agents of the said City.

**SEC. 8.** This act shall take effect immediately.

**Baltimore and Drum Point Railroad.**

At the annual meeting of the stockholders held in Baltimore on the 2d inst., the following directors were chosen: Wm. R. Hutton, Dr. Benjamin King, Dr. Estep Hall, James T. Briscoe, Thomas S. Igglehart, Augustus Albert, Henry Loane, Andrew Banks, Wm. H. Bians, Dr. S. Lynch, James A. Bruce and D. R. Magruder. The president's report states that the receipts of the company from all sources since its organization have amounted to \$194,159 47, all of which has been expended. Of the subscriptions there remains

unpaid the sum of \$658,480, of which \$513,480 is stated as being available, and to this sum the Annapolis and Elkridge Railroad can add \$100,000. The estimated cost of the road from Drum Point to Baltimore is \$1,300,000. Anne Arundel and Calvert counties have as yet refused to make the subscriptions authorized by law and by vote of the people of those counties. It is proposed to use whatever assets are available to build a road from the Annapolis Railroad to Mount Zion, at West river, and probably to the Calvert county line.

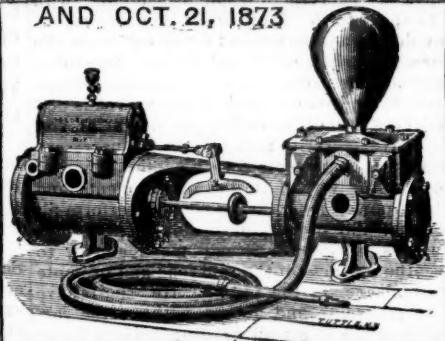
At the annual meeting of the St. Louis, Alton and Terre Haute Railroad Company in St. Louis on the 8th inst., the following Directors of the third class were elected for three years: Robert Bayard, Samuel J. Tilden, William Bayard Cutting, John S. Barnes and Thomas Denyall of New York.

The Warwick (R. I.) Railroad Company, at its annual meeting in Providence on the 2d inst., elected as Directors: Richard Vose, John C. Wyman, E. B. Stanton and George W. Beach of New York, and George W. Prentice of Providence.

## THE SELDEN DIRECT-ACTING STEAM-PUMP

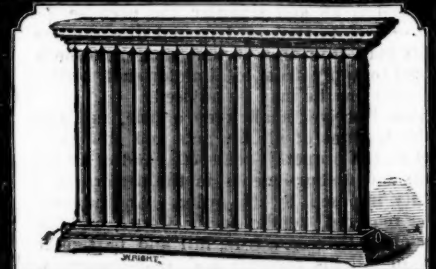
PAT. AUG. 2, 1870. DECEMBER 20, 1870

AND OCT. 21, 1873



COMBINING SIMPLICITY AND DURABILITY TO A REMARKABLE DEGREE. ITS PARTS ARE EASY OF ACCESS AND IT IS ADAPTED TO ALL PURPOSES FOR WHICH STEAM PUMPS ARE USED.

A. CARR  
MANUFACTURER AND PROPRIETOR,  
43 CORTLANDT ST. NEW YORK.  
CARR'S POSITIVE CIRCULATING  
STEAM RADIATOR



THE ONLY UPRIGHT STEAM RADIATOR MADE WHICH HAS A POSITIVE CIRCULATION. ALSO WROUGHT IRON PIPE, BRASS WORK & C. FOR PLUMBERS, STEAM AND GAS FITTERS. SEND FOR DESCRIPTIVE CIRCULAR & PRICELISTS.



## For Railroad Purposes.

STEEL STAMPS, LETTERS AND FIGURES,  
of every description, and for all purposes. Made by

**RICHARD H. ROGERS,**

*Die Sinker and Letter Cutter,*

**No. 50 Fulton Street, New York.**

Name Punches, Alphabets, Figures, and every variety  
of Steel Stamp Work for

## RAILROAD PURPOSES

Established 25 years. Orders and inquiries by mail  
promptly answered.

**FULLER, LORD & CO.,**  
**Machine-Forged Nuts,**  
**BOLTS & NUTS,**  
WROUGHT WASHERS,  
**BOONTON CUT NAILS,**  
139 Greenwich Street,  
**NEW-YORK.**

**THE PHOENIX IRON CO.,**  
410 Walnut St., Philadelphia,  
MANUFACTURERS OF  
CURVED, STRAIGHT AND HIPPED  
**Wrought Iron Roof Trusses**  
BEAMS, GIRDERS and JOISTS,  
and all kinds of Iron Framing used in the construction of  
iron roof buildings.  
**DECK BEAMS, CHANNEL, ANGLE**  
**AND T BARS**  
curved to template, largely used in the construction of  
Iron Vessels.  
**Patent Wrought Iron Columns,**  
**Weldless Eye Bars,**  
for top and bottom chords of bridges.  
**Railroad Iron, Street Rails, Rail Joints**  
**and Wrought Iron Chairs.**  
Refined Bar, Shoeing, and every variety of Shipping Iron  
Made to Order.  
Plans and Specifications furnished. Address  
**SAMUEL J. REEVES, President.**

**Jersey City Steel Works.**  
**JAS. R. THOMPSON & CO.,**  
MANUFACTURERS OF  
HAMMERED AND ROLLED  
**CAST STEEL,**  
OF ALL DESCRIPTIONS,  
**Warren Street, Jersey City, N. J.**

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,  
Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayo-  
net, Rifle, and Pistol, *made to Order.*

**J. H. GAUTHIER,**  
**D. G. GAUTHIER,**

**JAS. R. THOMPSON,**

**B. ILLINGSWORTH,**  
**H. DICKINSON.**

## BROOKS LOCOMOTIVE WORKS, DUNKIRK, N. Y.



Orders Solicited for Locomotives Adapted for Every Class of  
Railway Service.

**M. L. HINMAN,**  
*Secretary and Treasurer.*

**H. C. BROOKS,**  
*President and Superintendent.*

**THE TAUNTON LOCOMOTIVE**  
**MANUFACTURING COMPANY,**  
**TAUNTON, MASS.,**  
HAVING large facilities, and having had a long experi-  
ence in the business, are prepared to furnish  
**LOCOMOTIVES,**  
EITHER FOR BURNING WOOD OR COAL,  
OF THE MOST APPROVED CONSTRUCTION.  
ALSO ALL KINDS OF  
**RAILROAD MACHINERY,**  
STATIONARY ENGINES AND BOILERS.  
SUGAR MILLS, SHAFTING, ETC.  
**HARRISON TWEED,**  
Agent and Treasurer.  
**P. I. PERRIN, Sup't.**

**HARRISBURG**  
**Car Manufacturing Co.,**  
HARRISBURG, PENNSYLVANIA,  
MANUFACTURE  
Passenger, Mail, Baggage, Box, Gondola, Coal,  
and all other kinds of

**RAILROAD CARS,**  
RAILROAD CAR WHEELS AND CASTINGS,  
BRIDGE AND ROLLING MILL CAST-  
INGS, BRIDGE RODS, BOLTS,  
AND  
**RAILROAD FORGINGS.**  
W. T. HILDRUP, Superintendent.  
WILLIAM CALDER, President.

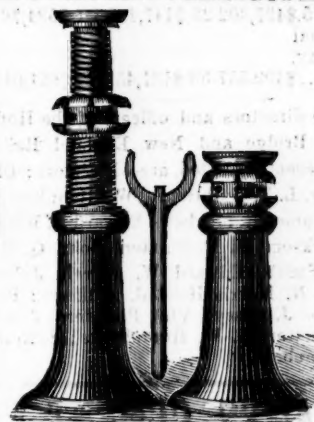
**RIEHLE BROS.,**  
650 North Ninth St., Philadelphia  
New York Store, 93 Liberty Street,  
Pittsburg Store, 285 Liberty St.  
LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track  
Scale acknowledged the BEST.  
MAKERS of the NEW TESTING MACHINE.

## BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and  
Washers.



Belting, Packing Hose, Rubber Springs, Car Tim-  
mings, Steam Pumps.

**ALBERT BRIDGES,**  
MANUFACTURER AND DEALER IN  
Railway and Mining Supplies and Machinery,  
No. 46 CORTLANDT STREET,  
P. O. Box, 2843. NEW YORK.

**CAST-STEEL WORKS**  
OF  
**FRIED. KRUPP,**  
**ESSEN, GERMANY.**

TIRES, AXLES, WHEELS, &c.  
SPRING, TOOL & ROLL STEEL.

Represented by  
**THOS. PROSSER & SON,**  
15 Gold St., New York.

**PHILIP S. MILLER.** **LENOX SMITH.**  
AMERICAN AND FOREIGN  
**STEEL & IRON RAILS,**  
Locomotives, Cars & Machinery,  
STREET RAILS,  
Railway Fastenings, etc.  
**MILLER & SMITH,**  
43 Exchange Place, N. Y.  
The Dickson Manufacturing Co. of Scranton,

**Illinois Central Railroad.**

The statement of this Company for the month of May 1875, is as follows:

LAND DEPARTMENT.		
Acres Construction Lands		
Sold .....	1,227.79 for	\$9,308 80
Acres Interest Fund Lands		
Sold .....	..... for	.....
Acres Free Lands Sold...	160 00 for	2,056 00
Total sales during the m'th		
of May 1875..	1,387.79 for	\$11,364 80
To which add Town Lot		
Sales .....	..... for	200 00
Total of all.....		
.....	1,387.79 for	\$11,564 80

Cash collected in May 1875. .... \$14,185 09

**ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.**

	In Illinois.	In Iowa.	Total.
707 Miles.	402 Miles.	1,109 Miles.	
Freight.....	\$259,770 00	\$109,433 00	\$369,203 00
Passengers...	91,432 23	32,468 90	123,901 13
Miscellaneous	86,100 00	5,560 00	91,660 00

Tot'l May '75. \$437,302 23 \$147,461 90 \$584,764 13  
Total actual  
earn'gs, May,  
1874 ..... \$499,557 59 \$121,455 28 \$621,012 87

The directors and officers of the Hudson Suspension Bridge and New England Railway Company, recently elected, are—Directors: Charles J. Pusey, L. T. Guthrie, A. W. Humphreys, C. R. Griggs, James R. Macbeth, Edward R. Wiswell, Job H. Jackson, W. P. Stanton, John Q. Hoyt, Walter J. Smith, Edward W. Serrell, John H. Harris, and N. Morris Halsted. Officers: President, Charles J. Pusey; Vice President, John Q. Hoyt; Treasurer, A. W. Humphreys; Secretary, James R. Macbeth.

**THE JAMES CEMENT CO.**

Manufacture a superior quality of **ROSENDALE CEMENT**, (equal to any) put up in new barrels made by themselves, and well papered, and average 300 lbs. Cement to each barrel.

J. B. JAMES, President.

W. G. JAMES, Treasurer.

41 Dey Street, New York.

**LAWRENCEVILLE CEMENT COMPANY.****ROSENDALE HYDRAULIC CEMENT.**

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. BEACH, Pres't.

96 Wall Street, New York.

**FOUNDRY FACINGS & SUPPLIES OF ALL KINDS.**

Bituminous Coal, Sea Coal, Lehigh, Mineral, Charcoal, Black Lead, &c., &c.

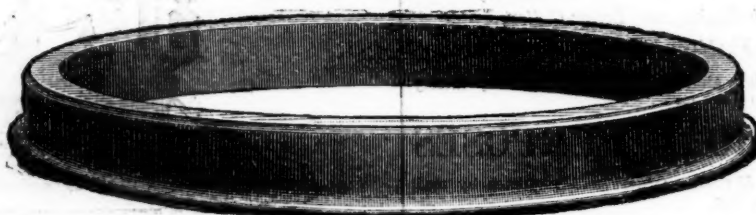
Also Seives, Brushes, Molders' Tools, and all articles required for foundry use.

BOYD & PEASE,

Manufacturers,

508, 526 & 528 East 18th St.,

NEW YORK.

**CAMMELL'S CAST STEEL.**

ROLLED AT JERSEY CITY

BY

W. BAILEY LANG & CO.

New York

AND

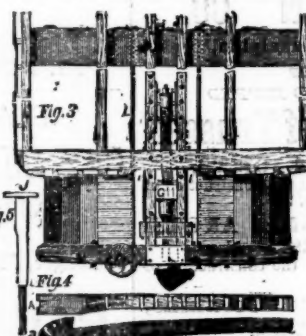
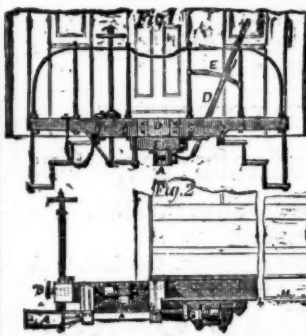
Boston.

**CORYDON WINCH,**

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.



Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

**MILLER'S TRUSSED PLATFORMS,**

COMPRESSION  
**BUFFERS,**  
AND  
Automatic Couplers,

FOR  
**RAILROAD  
PASSENGER CARS.**

OFFICE,  
6 PARK PLACE,  
NEW YORK.

Send for Illustrated Pamphlet,  
and call and see working Models.  
E. MILLER, Patentee.

**HUDSON RIVER CEMENT WORKS,**

Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

E. M. Brigham, J. H. Butts, Ag't,  
KINGSTON, N. Y., 95 LIBERTY ST. N. Y.

**HOFFMAN ROSENDALE CEMENT,**

Being the STANDARD CEMENT used at the  
BROOKLYN NAVY YARD.

MADE AND SOLD BY

THE LAWRENCE CEMENT CO.

M. W. WOODWARD, Sec'y,

No. 67 William St., N. Y.

**DELAFIELD & BAXTER CEMENT COMPANY, MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.**

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.